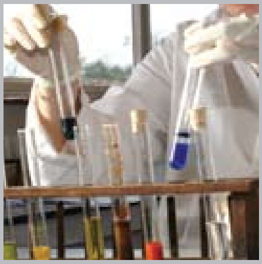
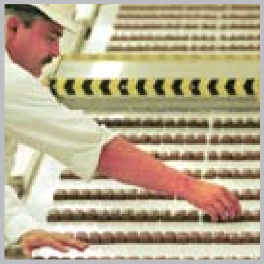
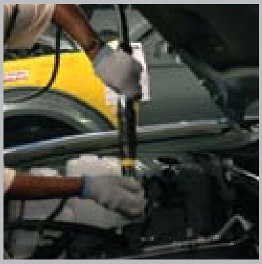
chicago sustainable industries

A Work Plan Manufacturing for the 21st Century







City of Chicago
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Mayor

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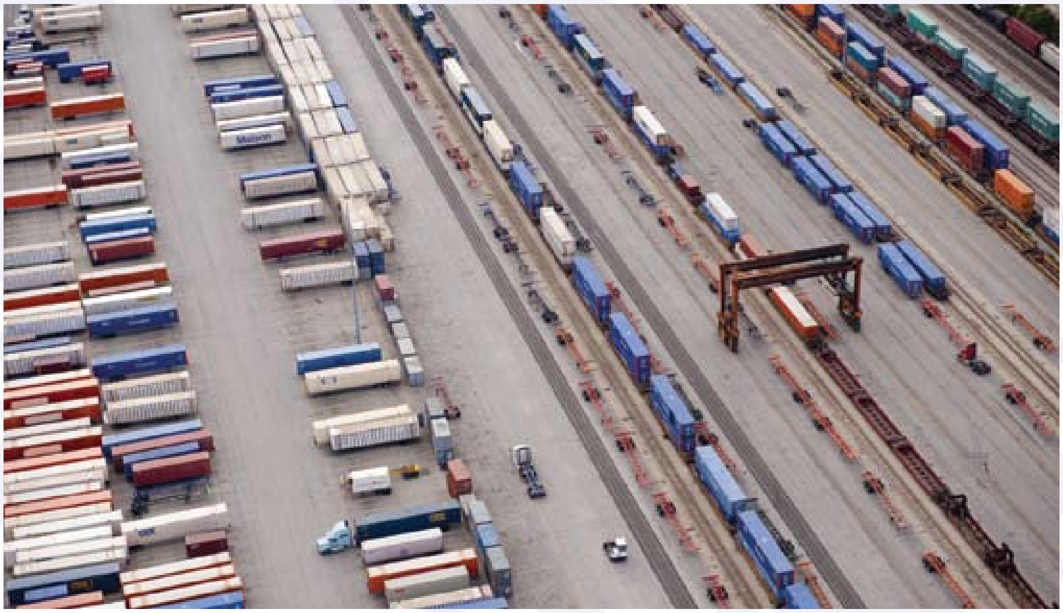
Introduction:

Chicago's Sustainable Industries (CSI) initiative is being developed to support the city's manufacturing sector within an evolving global economy. The initiative's first phase establishes a process that will lead to a formal government strategy that maximizes public resources for the sector's long-term viability for local workers, the business community and the urban environment. The process, background and relevant resources are presented in this document.

The CSI initiative is targeting existing manufacturers along with specific manufacturing sub-sectors that demonstrate an enduring, positive influence on Chicago's economy. These sub-sectors, collectively referred to as the city's manufacturing base, are characterized by a greater labor concentration than national norms, sales activities that occur beyond the city and region, and exceptional connections with other types of local businesses.

Manufacturers, by definition, are engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, typically within establishments referred to as factories, plants and mills. Though Chicago and the United States have experienced substantial declines in manufacturing employment in recent decades, Chicago remains the country's leading manufacturing center with approximately 2,600 companies employing 80,000 people.[1] The United States, meanwhile, still produces more goods than any other country, approximately 20 percent of the world's total output.[2]



Much is made of innovation and commercialization as one of the keys to economic growth. US manufacturing drives innovation and technology. The United States accounts for 40 percent of all research and development (R&D) spending in the industrial world and manufacturers represent 45 percent of all private sector companies performing R&D in the United States.[3]

The manufacturers that thrive in today's global economy are not the smoke stacks of old. They are advanced, high-tech companies. To stay ahead of the competition, increase productivity and drive their companies forward, modern manufacturers lead other sectors in research and development, employ sustainable practices and invest in their well-educated and skilled workforce who run and maintain their complex, largely computerized, equipment.

Local economies are directly influenced by manufacturing through goods-producing employment and indirectly through the outsourcing of transportation and logistics, accounting, marketing, legal and other related services. In Chicago, these characteristics are reflected in a skilled manufacturing workforce, comprehensive transportation networks, and dedicated land use policies that provide suitable work environments for production- and distribution-oriented business activities.

As the global economy presents new opportunities and challenges for manufacturers and affiliated service providers, government agencies are seeking ways to provide competitive advantages. By focusing on existing companies, the sub-sectors most closely associated with Chicago's manufacturing base, and the city's competitive advantages, the CSI initiative will reinforce this important aspect of the city's overall business diversity and its historic role as the country's production capital.

CSI's Definition of Sustainability

Sustainable industries are those economic sectors with potential for long-term, positive impact on Chicago's economy, environment, and workers. These are sectors which either export goods or services (commonly referred to as "base sectors"), thus bringing in new sources of City wealth; or are crucial to the support of base industries. Sustainable industries will be those whose operating needs and requirements align with Chicago's indigenous assets (market demand, industrial base, workforce, real estate, transportation and technology), industries that can create well-paying jobs for City residents, and those of an environmental nature defined by the products or services they deliver, their sensitivity to the natural environment, or both. Businesses and jobs that have been characterized as "green" are one component of sustainable industries, provided they also help achieve the City's broader economic development objectives.

City of Chicago definition included in the U.S. Department of Commerce Economic Development Administration Community Trade Adjustment Assistance grant application. 2010.

Manufacturing in Chicago:

For much of its history, Chicago was synonymous with the production of durable and non-durable goods for both business and consumer use. While many factors have reduced manufacturing employment in Chicago and throughout the US to about one fourth of its levels in 1950, local manufacturers continue to provide high-skill jobs and above-average wages that have long served as a threshold to the middle class.(4) Instead of the steel, consumer electronics, sporting goods, toys and musical instruments that dominated the local output of previous eras, the sector today leads the country in the production of electrical equipment and components, fabricated and primary metals and food, among other goods.

The history of manufacturing in Chicago both reflects and rejects national and global trends. While employment swelled when the nation's economy was more production-oriented in the first half of the 20th century, local manufacturing jobs started to drop as the economy became more consumer-oriented following World War II. Numerous factors contributed to the decrease: manufacturing productivity gains reduced labor demands; the expansion of the interstate highway system made manufacturers less dependent on urban areas for transportation and labor resources; cheaper taxes, labor and land costs in other cities and countries offered greater profit margins; federal policies protected the viability of certain industries at the expense of others; and manufacturers focused on core competencies by outsourcing certain services to specialized firms, resulting in lower employment totals for the sector.

Despite these factors, manufacturing remains a vital part of Chicago's economy and the city remains closely associated with manufacturing compared to the nation's other traditional production centers. The association persists, in part, due to the infrastructure and labor skills available to Chicago manufacturers. According to a recent, independent survey of 1,000 industrial businesses, nearly two thirds indicated they operated in Chicago due to its air, truck, rail and inter-modal connections. The remaining third almost entirely said Chicago's number one community strength was its workforce; a labor pool that tops 4.5 million people region-wide(5)

Exceptional location, transportation and labor resources have long served to attract and retain industrial companies in Chicago. The transportation network developed more than 150 years ago with the convergence of railroads serving the Union Stockyards. The rail lines eventually expanded to serve industrial users along local waterways and in other parts of the city that offered competitive advantages. The concentrated industrial uses in these areas eventually led to specific zoning provisions to protect and enhance their roles for industry. Today, a large percent of city land with a manufacturing (M) zoning designation is located within or adjacent to one of the city's 24 designated Industrial Corridors. Recognizing the value of these areas, the City established the Industrial Corridors in the 1990s and focused its industrial retention efforts there. In addition to providing the appropriate zoning and a compatible industrial environment, Chicago's industrial corridors provide convenient access to truck routes, interstate highways, waterways, rail yards and other infrastructure assets that are essential to industrial companies. Half of the corridors also contain Planned Manufacturing Districts (PMDs), a zoning designation that discourages opportunities for incursion by certain retail and all types of residential development. Most corridors also offer Tax Increment Financing (TIF) and other incentives to encourage existing businesses to invest in their facilities and new companies to locate in the city.

Role of Midwest Manufacturing

The Midwest is the traditional spear-point for the American economy. It was the frontier when the first pioneers moved west. Its mills and factories powered America's Industrial Revolution. Here, commerce boomed and labor wars first raged. The Great Depression began on Midwestern farms; when the nation recovered, the Midwest recovered first. Two decades later, the Midwest felt the first ravages of the Rust Belt and the first sting of Japanese competition. What happens to America happens first in the Midwest.

Richard C. Longworth. Can the Midwest regain it economic clout? Chicago Tribune Magazine. January 6, 2008.

Since the 19th century, Chicago and the surrounding region have functioned as the primary hub of the North American rail network. All of the largest North American Class I railroad networks directly access the region, and, in recent years, more than one out of every four railroad shipments have impacted the region by traversing, starting or ending here. With the addition of well-developed highway and air facilities during the 20th, Chicago became the freight hub of the Midwest, a position that has now been strengthened through its development as a key international gateway; Chicago is now the third-largest transit point for international freight worldwide, after Hong Kong and Singapore.

Global Insight. Chicago Railroad Economic Opportunity Plan Technical Memorandum No. 1. Prepared for the City of Chicago Department of Transportation. December 21, 2007.

Evolution of CSI:

CSI is the City of Chicago's first effort to coordinate the economic, social and environmental aspects of Chicago's manufacturing sector as part of a single, comprehensive planning effort. While each aspect has been addressed through individual departments and programs, the coordinated initiative evolved in conjunction with a grant from the U.S. Department of Commerce's Economic Development Administration (EDA), which operates a trade assistance program for communities experiencing job losses as a result of international trade agreements. In Chicago, 75 percent of all businesses certified by EDA to have suffered job losses since 2007 due to trade agreements are classified as manufacturers.(6) The grant will be used on behalf of these and other goods-producing companies to develop CSI strategies that foster their viability.

The City of Chicago already serves manufacturers in many ways. Through various departments and sister agencies, it has made ongoing investments in public infrastructure; provided financial assistance for company relocation and expansion projects; established the Local Industrial Retention Initiative (LIRI) to help companies within individual industrial corridors; started long-term initiatives to address rail-specific transportation improvements; modified its building code and parking requirements for industrial structures; hosted conferences to highlight changes and improvements involving city policies and sustainable assistance programs; and sought federal assistance in dealing with foreign policy and trade issues.

The city has also addressed the sustainability of its built environment. The efforts include a 2004 mandate that all new and rehabilitated public buildings, as well as private buildings that utilize city assistance, include sustainable elements such as LEED, an internationally recognized green building certification system. The city also started participation in the Waste to Profit Network to divert reusable waste from landfills; established the Eat Local Live Healthy Plan to, in part, support local food manufacturers; and hosted the Green Expo to give more than 300 manufacturers an update on the movement toward green products.

The city has also focused resources on its labor force. The city's workforce development activities include TIFWorks, which helps manufacturers finance worker-training initiatives and participation in the Chicago Manufacturing Renaissance Council (CMRC), a partnership focused on making Chicago the global leader in modern manufacturing and preparing job seekers for well-paying manufacturing jobs. CMRC founded Austin Polytechnical Academy (APA) in 2007, to educate the next generation of leaders in advanced manufacturing. Located on Chicago's West Side, APA is a college and career prep public high school with a focus on manufacturing and engineering.

Industrial Policy

In a paper co-authored with the Cameroonian economist Celestin Monga, Justin Yifu Lin, the current chief economist at the World Bank argued that governments must "regain center stage." Industrial Policy (known to critics as "picking winners") has a bad name in the West, he said, and for good reason: it has failed more often than it has succeeded. But the only thing worse is not having an industrial policy. He and Monga cited a major 2008 study that looked at thirteen countries that had managed to sustain high growth for long periods after the Second World War. "In all the successful countries, the governments play a very proactive role," he told me. He favors a kind of "soft" industrial policy, in which a clamorous free market produces new industries and firms, and the government spots the best prospects and helps them grow by giving them tax breaks and building infrastructure like ports and highways. It's a marriage of Chicago and China: to rise out of poverty, he and Monga write, markets are "indispensable" but government is "equally indispensable."

Evan Osnos. The Boom Doctor. The New Yorker. October 11, 2010.

Promoting Manufacturing

Unfortunately, the broad public view of manufacturing is negative and cynical. Manufacturing exists in a societal context. As one employer put it: "It seems to me that the issue at stake is to raise the bar on what it means to be in the (manufacturing) trades in society. In Europe it's wonderful to be in the trades, you're considered on par with other respected trades. It is just another path that you have chosen for your career. Here it's 'Oh, you work in a factory – gee, I'm sorry to hear that.' We need to change that, and that is largely a cultural issue. . ."

Center for Labor and Community Research. The State of Illinois Manufacturing – A report for the Illinois Manufacturers' Association. December 2003.

Vision and Work Plan:

Once established, the CSI strategy will guide and advocate for public resources that promote the viability of Chicago's manufacturing base. It will: support goods-producing companies that draw dollars into Chicago from other areas, serve to retain and re-circulate those dollars within city limits; guide policies that promote the sector's sustainability, and re-establish public awareness about the importance of manufacturing to the local economy.

THE CSI TEAM HAS FORMULATED THE FOLLOWING GOALS AND WORK PLAN FOR DEVELOPING THE STRATEGY:

- Examine the effectiveness of the planned manufacturing districts as stipulated by the Chicago Zoning Ordinance and review industrial corridor boundaries to determine if amendments are needed
- Set infrastructure priorities to reflect key industry goals
- Identify business service priorities by sector, geographic and/or other focuses

CERMAK
STORAGE TODAY

Morton Salt

- Specify performance objectives for meeting the short and long-term business and workforce program goals
- Design publicly accessible interactive data base for industrial properties, using the 2011 land use and company survey
- Assess the need for industrial land assemblage, and if warranted, develop priorities and an associated management structure/organization
- Adopt industry developed environmental certifications for key industries for use with City assisted projects
- Provide renewable energy technology incentive options
- Explore corridor-wide storm water management strategies for each industrial corridor

> One of the perversities of this recession is that as the unemployment rate has risen, the job vacancy rate has risen, too. Manufacturing firms can't find skilled machinists. Naryana Kocherlakota of the Minneapolis Federal Reserve Bank calculates that if we had a normal match between the skills workers possess and the skill employers require, the unemployment rate would be 6.5 percent, not 9.6 percent. . . There are several factors contributing to this mismatch (people are finding it hard to sell their homes and move to new opportunities), but one problem is that we have too many mortgage brokers and not enough mechanics.
>
> *Brooks, David. The Genteel Nation. Op-ed columnist, NYTimes.com. September 9, 2010.*

Chicago's Manufacturing Base:

Chicago's manufacturing base is represented by companies that sell their goods outside of the region. By selling outside the region, these manufacturers bring new dollars into the local economy, resulting in additional benefits for the companies, their workers, and their communities. Economists commonly use a method known as location quotient, or LQ to determine the extent to which manufacturers are selling outside the region. Location quotients are calculated to determine whether or not a local economy has a greater share of an industry than would be expected by national norms. If local employment in any sector is higher than the national average, the sector is assumed to exceed local needs and is therefore producing goods for export. If employment is lower than the national average, it assumes it is receiving goods from someplace else. An LQ that increases over time is an indication that the sector is gaining ground; suggesting that there is an increasing competitive advantage to doing business in the city.

The importance of manufacturers to the city is also evident in secondary sectors that are tied to the health of the economic base. As export-oriented companies draw income from sales outside the region, that income is distributed to their suppliers and workers, who further distribute it within their communities. This generation of additional dollars is known as the multiplier effect. Manufacturing's multiplier is approximately 2.1, meaning that $1 of demand for manufactured goods yields an additional $2.10. A multiplier of 2.1 is relatively high compared to other types of Chicago industries.

Based on LQ analyses, CSI identified approximately 15 sub-sectors that have a high or growing location quotient in Chicago. Following on pages 11 through 18 a description of each sub-sector.

The Manufacturing Base

- The United States is the world's largest manufacturing economy, producing 21 percent of global manufactured products. Japan is second at 13 percent and China is third at 12 percent.
- U.S. manufacturing produces $1.6 trillion of value each year, or 11 percent of U.S. GDP.
- Manufacturing supports an estimated 18.6 million jobs in the U.S. – about one in six private sector jobs. Nearly 12 million Americans (or 10 percent of the workforce) are employed directly in manufacturing.
- In 2009, the average U.S. manufacturing worker earned $70,666 annually, including pay and benefits. The average non-manufacturing worker earned $57,993 annually.
- U.S. manufacturers are the most productive workers in the world – twice as productive as workers in the next 10 leading manufacturing economies.

A group of eight manufacturing industries is expected to increase employment collectively by 364,000 (10 percent) in the 2010-2014 period. These industries include: primary metals, miscellaneous manufacturing (mainly medical equipment), wood products, printing, plastics, non-metallic minerals, paper products and electrical equipment. Together, these industries accounted for 25 percent of manufacturing production in 2008 and employed 32 percent of the manufacturing workforce, a share that will be maintained in 2014.

National Association of Manufacturers. The Turning Tide: Prospects for a Manufacturing Recovery – Labor Day 2009: The Manufacturing Report. Sept. 2009

The four industry clusters that account for 64% of all Illinois manufacturing employment are metal manufacturing, electrical, printing and food manufacturing.

Center for Labor and Community Research. The State of Illinois Manufacturing – A report for the Illinois Manufacturers' Association. December 2003.

Manufacturing Sub-Sectors

CSI's guiding goals and strategies are primarily intended to support existing Chicago manufacturers and specific sub-sectors that have a high or growing location quotient in the City of Chicago. The sub-sectors, as described by the North American Industry Classification System, include:

Apparel

The apparel sub-sector cuts and sews existing fabrics to create products for retail and wholesale distribution. Knitting, when done alone, is classified in the Textile sub-sector. When used for the production of complete garments, knitting is classified here.

Beverage and Tobacco

Beverage and tobacco companies manufacture tobacco and three types of beverage products: nonalcoholic beverages; fermented alcoholic beverages; and distilled alcoholic beverages. Ice is included with nonalcoholic beverage manufacturing because it uses similar production process.

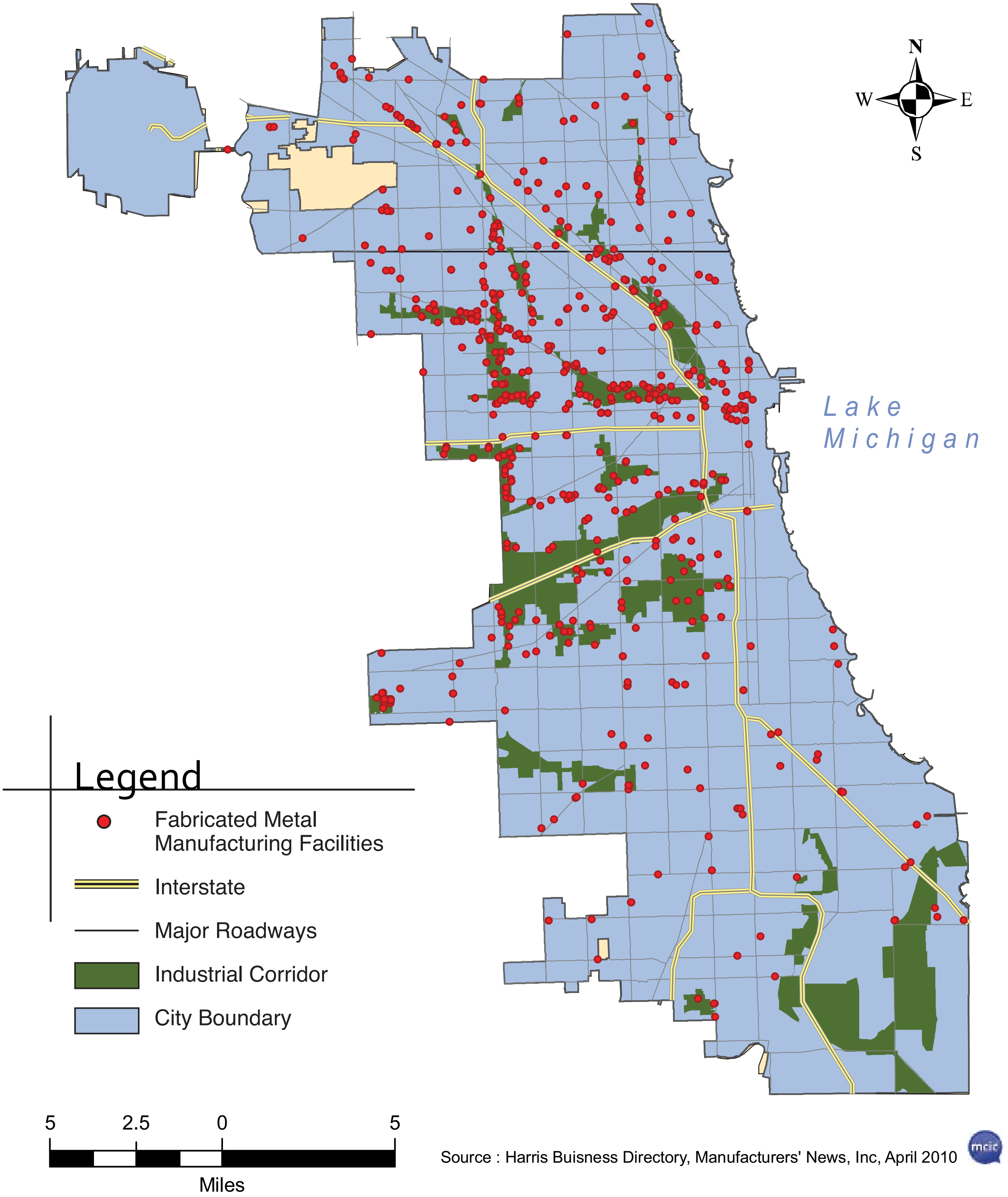
Electrical Equipment and Appliances

The electrical equipment and appliances sub-sector manufactures products that generate, distribute and use electrical power. Electric lighting equipment companies produce electric lamp bulbs, lighting fixtures, and parts. Household appliance companies make both small and major electrical appliances and parts. Electrical equipment companies make goods such as electric motors, generators, transformers, and switchgear apparatus. Other electrical equipment and component companies make devices for storing and transmitting electricity, such as batteries, wiring, outlets and fuse boxes.

Fabricated Metals

Fabricated metals companies transform metal into metal furniture as well as intermediate or end products other than machinery, computers and electronics. Some companies treat metals and metal formed products fabricated elsewhere. Processes include forging, welding, stamping, bending, forming, and machining to shape and join individual pieces of metal.

Chicago Fabricated Metal Manufacturing Facilities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Source : Harris Buisness Directory, Manufacturers' News, Inc, April 2010

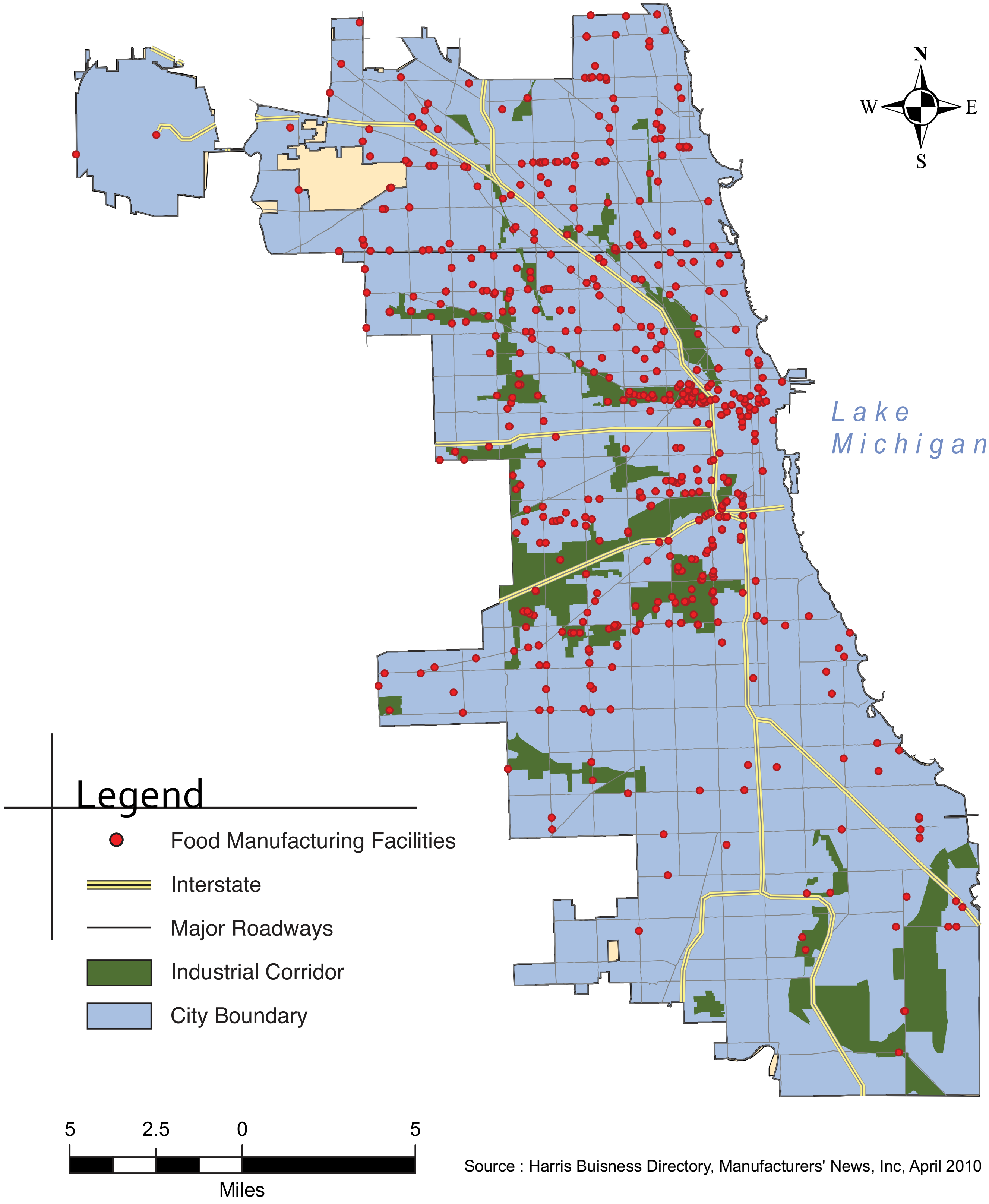
Food

The food sub-sector transforms livestock and agricultural products into products for intermediate or final consumption. The products manufactured by food companies are typically sold to wholesalers or retailers for distribution to consumers. Establishments primarily engaged in bakery and candy products made on the premises are included.

The Chicago cluster appears to be missing out on a growing national trend in specialty foods, while other locations – particularly California – capitalize on it. In fact, California takes the lead in 'preserving of fruits and vegetables and specialty foods,' with 20% of the market, compared to Illinois ranking of 8th and market share of only 3.5%. Moreover, California's share of market divided by share of population is 1.68, compared to only 0.81 in Illinois. That is, California is producing twice as much value in specialty foods per person as compared to Illinois. Given that Chicago is shrinking in most sub-clusters, and that many of these specialty foods can be shipped over longer distances, it is a missed opportunity for growth. . .Among Chicago's strengths in demand conditions, its rich ethnic diversity translates into a wide range of tastes. The important weakness, however, as specialists interviewed point out, is that while Chicago's taste in foods is nationally representative, it is by no means leading, and thus local firms lose out to discovering and profiting from new trends. The predominant example of this has been Chicago's lag in the adoption of premium 'natural' and organic foods relative to the west coast and California in particular.

Michael Porter. The Chicago Processed Food Cluster – The Microeconomics of Competitiveness. Harvard University. May 5, 2006.

Chicago Food
Manufacturing Facilities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Source : Harris Buisness Directory, Manufacturers' News, Inc, April 2010

Furniture and Related Products

The furniture sub-sector makes furniture and related articles such as mattresses, window blinds, cabinets, and fixtures. Processes include cutting, bending, molding, laminating, and assembly of such materials as wood, metal, glass, plastics, and rattan. Design and fashion trends play an important part of the production process. Design services may be performed in-house or may be purchased from industrial designers.

Leather and Allied Products

Leather and allied products companies transform hides into leather by tanning or curing and fabricating the leather into products for final consumption. It also includes the manufacture of products made from leather substitutes, such as rubber footwear, textile luggage, and plastic purses and wallets. Leather substitute products are included because they are made in similar ways and within the same establishments.

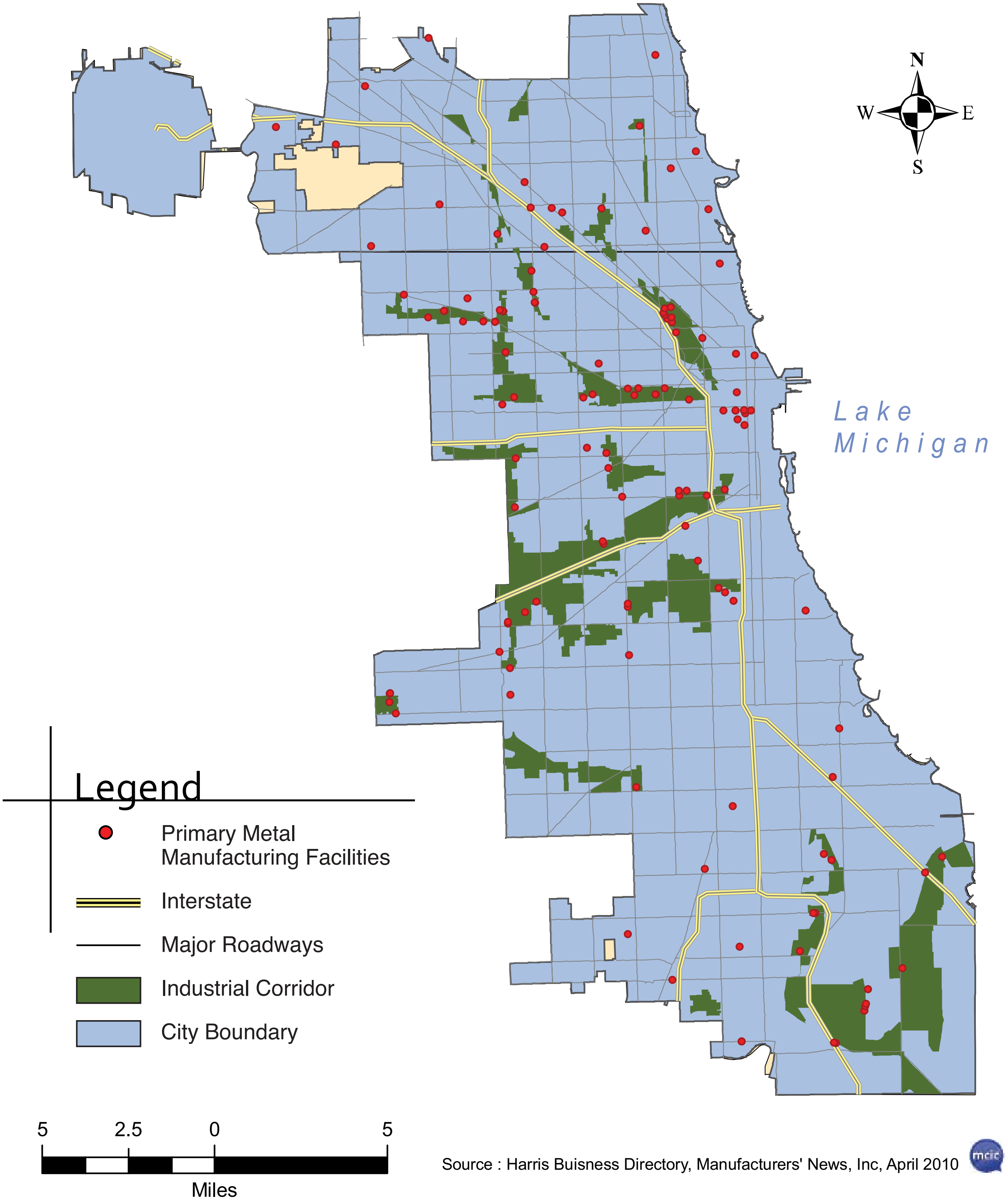
Nonmetallic Minerals

Nonmetallic minerals companies transform mined or quarried nonmetallic minerals like sand, gravel, stone, clay, and refractory materials into products for intermediate or final consumption. Processes include grinding, mixing, cutting, shaping, and honing. Heat often is used in the process and chemicals are frequently mixed to change the composition, purity, and chemical properties for the intended product. For example, glass is produced by heating silica sand to the melting point and then drawn, floated, or blow molded to the desired shape or thickness. Refractory materials are heated and then formed into bricks or other shapes for use in industrial applications.

Primary Metals

The primary metals sub-sector smelts and refines ferrous and nonferrous metals from ore, pig or scrap using electrometallurgical and other process metallurgical techniques. Primary metal companies also manufacture metal alloys and super alloys by introducing other chemical elements to pure metals. The output of smelting and refining, usually in ingot form, is used in rolling, drawing, and extruding operations to make sheet, strip, bar, rod, or wire to make castings and other basic metal products.

Chicago Primary Metal Manufacturing Facilities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Source : Harris Buisness Directory, Manufacturers' News, Inc, April 2010

Paper

The paper sub-sector makes pulp, paper, or converted paper products. Though distinct, the three activities often occur within a single establishment. The manufacturing of pulp involves separating the cellulose fibers from other impurities in wood or used paper. The manufacturing of paper involves matting these fibers into a sheet. Converted paper products are made from paper and other materials by various cutting and shaping techniques that include coating and laminating activities.

Printing

The printing sub-sector prints products like newspapers, books, labels, business cards, stationery, business forms, and other materials. It also performs support activities that are an integral to the printing process, such as data imaging, plate making services, and bookbinding.

Textiles

Textile companies transform natural and synthetic fibers into products such as yarn or fabric that is further manufactured into usable items, such as apparel, sheets, towels, and textile bags for individual or industrial consumption. The additional manufacturing may be performed in the same establishment and classified in this sub-sector or at a separate establishment and be classified elsewhere in manufacturing.

Textile Products

Textile products companies make textile products exclusive of apparel. With a few exceptions, processes used in these industries generally use existing fabric, then and cut and sew to make non-apparel textile products such as sheets and towels.

Transportation Equipment

The transportation equipment sub-sector produces equipment for transporting people and goods. Production processes are similar to other machinery manufacturing establishments and involve bending, forming, welding, machining, and assembling metal or plastic parts into components and, more typically, finished products.

Wood

Wood companies manufacture wood products such as lumber, plywood, veneers, wood containers, wood flooring, wood trusses, manufactured homes and prefabricated wood buildings. The production processes include sawing, planing, shaping, laminating, and assembling starting from logs or lumber. The sub-sector includes establishments that purchase sawed lumber to make finished products.

Miscellaneous goods

Miscellaneous goods companies make a wide range of products that cannot readily be classified in specific NAICS manufacturing categories. Processes vary significantly, both among and within industries. For example, a variety of manufacturing processes are used in manufacturing sporting and athletic goods that include products such as tennis racquets and golf balls. The processes for these products differ from each other, and the processes differ significantly from the fabrication processes used in making dolls or toys, the melting and shaping of precious metals to make jewelry, and the bending, forming, and assembly used in making medical products.

Green Business

The environmental goods and services industry consists of activities which produce goods and services to measure, prevent, limit, minimize or correct environmental damage to water, air and soil, as well as problems related to waste, noise and eco-systems. This includes cleaner technologies, products and services that reduce environmental risk and minimize pollution and resource use."

Organization for Economic Co-Operation and Development, Statistical Office of the European Communities. The Environmental Goods and Services Industry – Manual for Data Collection and Analysis. 1999

What is the environmental goods and services sector? Green industries have been a fuzzy concept at best . . . Environmental goods and services, after all, are not a traditional category of industry and not widely recognized.

Laurie Kaye. Attracting "Green Industry": An Economic Development Approach for the City of Los Angeles. UCLA School of Public Affairs. 2006

The rising tide of green—and with it, misrepresentation (greenwashing) — demands third-party standards for defining and certifying industry best practices.

The Delta Redevelopment Institute. Green Economic Development Strategies for the Chicago Region. June 2009.

Resources: Industrial Corridors

Chicago's 24 Industrial Corridors, comprising about 12 percent of city land, have boundaries that generally align with railroad embankments, waterways, highways, arterial streets and other manmade and natural buffers that effectively separate interior industrial uses with adjacent residential and commercial activity. Ranging in size from 70 to 3,500 acres, the corridors are essential parts of the region's sustainable infrastructure because they offer existing industrial land for new and expanded manufacturing development projects. Unlike suburban and rural development locations that have traditionally served the region as farmland, the corridors have been associated with industry, in some cases, for more than 150 years. It was only in the 1990s, recognizing their importance to the city's economy, that the City of Chicago designated them as "Industrial Corridors" in order to provide protection and incentives for industrial companies. Their continued use for the production of durable and nondurable goods underscores fundamental sustainability principles involving the utilization of existing resources.

Though well established, portions of many corridors are vulnerable to redevelopment and reuse for residential and retail uses. To help protect land within the corridors, zoning change proposals within their borders are reviewed by the Chicago Plan Commission, which can reject proposals that would cause conflicts with existing businesses or serve to weaken a corridor's industrial integrity. Additional land use protection is provided by Planned Manufacturing District (PMD) legislation, which specifically prohibits residential and large scale retail development within a district. Fifteen PMDs have been designated in 12 of the corridors.

In addition to stable work environments, each of the corridors possesses numerous transportation assets. All 24 offer direct connections to the interstate highway system and provide access for 80,000-pound trucks roughly every mile. Additionally, four corridors are used by local companies to ship and receive goods by rail and 13 others have potential for increased rail use. Five corridors also offer water access to either the Chicago or Calumet River.

However, as part of the first phase of CSI analyses, it is clear that manufacturer's find areas outside the industrial corridors suitable as well. The three maps in the previous section on the manufacturing sub-sectors show fabricated metal, food and primary metal manufacturing facilities all over the city.

Recent studies and ongoing work by City agencies will help CSI to assess the continued viability of various types of industrial uses. A land use inventory and analysis completed in 2010 by the Chicago Department of Zoning and Land Use Planning (DZP) was conducted for the first phase of the CSI initiative. Presented on the following pages, the data and associated ratings are collectively intended to provide a broad analysis of the comparative strengths of each corridor. While the analysis of any given site within each corridor should entail additional components, the rationale behind the economic, transportation and boundary ratings for each corridor are as follows:

Economic Strength

Ratings are based on corridor specialization, vacancies, employment and employment density. Specialization involves the clustering of certain types of businesses within a corridor, which provides critical mass benefits for their collective viability. Vacancies are assessed for redevelopment potential that may involve environmental remediation and adaptability for one or more modern industrial uses. With certain exceptions, multi-floor properties are generally not considered conducive for modern manufacturing needs but may be adaptable for other employment generating uses. See maps for sales and employee totals for each corridor.

Transportation Access

Ratings are based on road, water and rail linkages within each corridor. With highway access being the most desirable component, specific access issues involve highway entry points, viaduct heights, and truck routes, in that order. Access is also an important criteria involving workers' ability to commute to and from an employment location. However, corridors that do not rate well on the above criteria well may still be valuable to companies due to their proximity to customers. How these factors are ultimately weighed depend on a specific company's needs and the availability of appropriate sites within a given corridor.

Zoning and Boundary Integrity

Ratings are based on the effectiveness of corridor boundaries at mitigating the spread of noise, fumes and traffic to areas outside the corridor. Wide boundaries, like expressways and rivers, and elevated boundaries, such as railroad embankments, are highly effective. Retail strip centers, large-format retail stores and other non-residential uses can also function as buffers with nearby residential areas, though, ideally such business are not located within an industrial corridor. Rezonings in support of retail and residential operations reduce the amount of land available for new and expanding industries. They may also lead owners of vacant properties to reject offers by industrial buyers in favor of holding out for more lucrative terms from retail or residential developers.

Manufacturing Land

With respect of overall job and business creation and retention, the Planned Manufacturing Districts (PMDs) have performed remarkably well . . . however, the business activity in the PMDs is undergoing a transformation.

The University of Wisconsin-Milwaukee Center for Economic Development. Curbing Industrial Decline or Thwarting Redevelopment? An Evaluation of Chicago's Clybourn Corridor, Goose Island, and Elston Corridor Planned Manufacturing Districts. November 2005.

We must keep manufacturing land zoned for manufacturing. We need to expand the existing manufacturing district, protecting them from encroachment by residential or commercial interests through effective zoning.

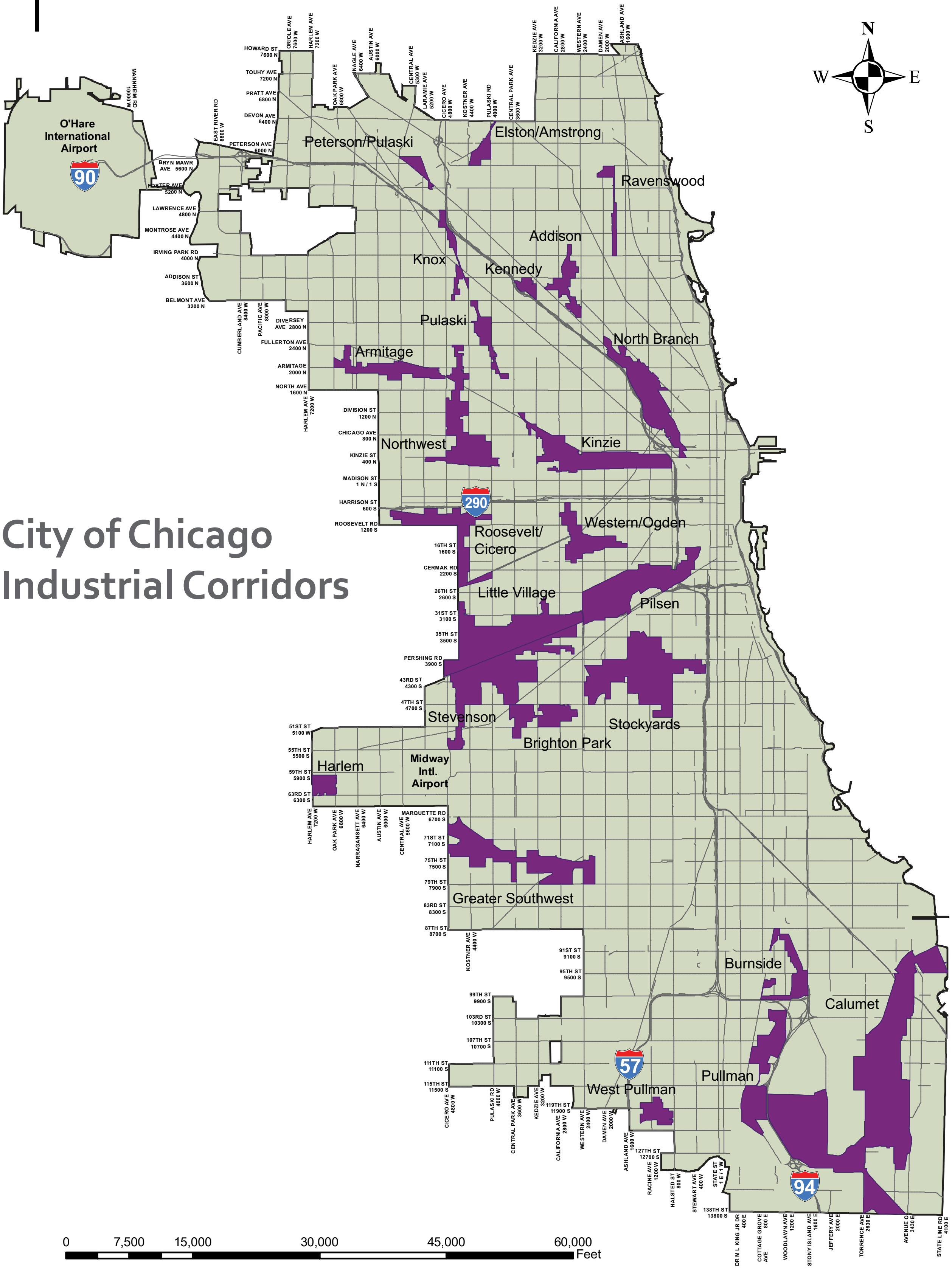
Center for Labor and Community Research. The State of Illinois Manufacturing – A report for the Illinois Manufacturers' Association. December 2003.

So industrial land has become the new farmland-necessary for the economy, if not always economically viable on its own . . . What's emerging in industrial land is an uncomfortable hybrid: a heavy set of regulations designed to protect an economic asset controlled by a pretty conservative group of business owners. But in a dense urban environment, this is the kind of regulation that's sometimes required for capitalism to thrive.

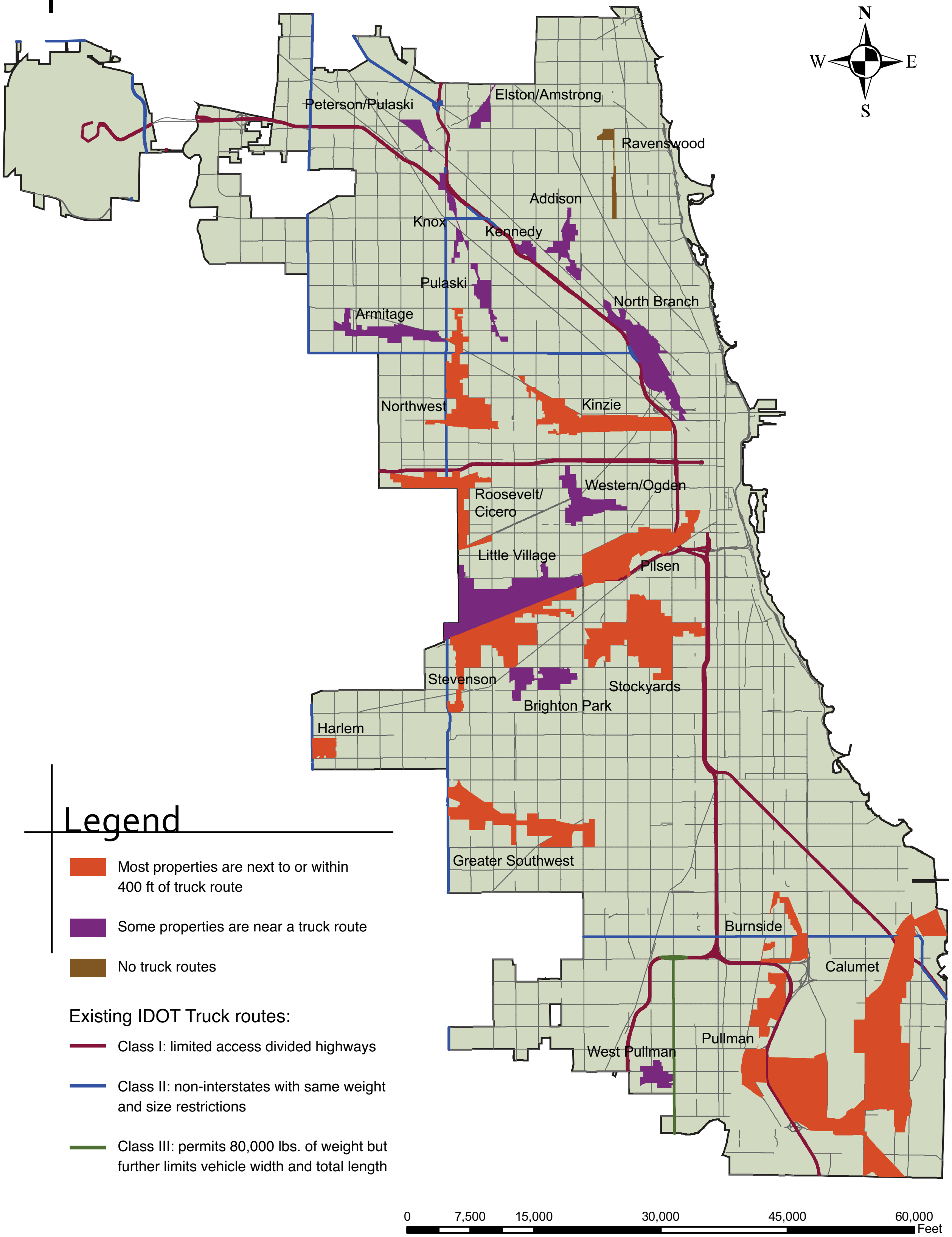
William Fulton. The New Industrial Age. Governing. December 2007.

Citywide Maps:

City of Chicago Industrial Corridors


N
W
E
S
O'Hare International Airport
90
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
290
Roosevelt/ Cicero
Western/Ogden
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Midway Intl. Airport
Greater Southwest
Burnside
Calumet
57
Pullman
West Pullman
94
HOWARD ST 7600 N
TOUHY AVE 7200 N
PRATT AVE 6800 N
DEVON AVE 6400 N
PETERSON AVE 6000 N
BRYN MAWR AVE 5600 N
FOSTER AVE 5200 N
LAWRENCE AVE 4800 N
MONTROSE AVE 4400 N
IRVING PARK RD 4000 N
ADDISON ST 3600 N
BELMONT AVE 3200 N
DIVERSEY AVE 2800 N
FULLERTON AVE 2400 N
ARMITAGE 2000 N
NORTH AVE 1600 N
DIVISION ST 1200 N
CHICAGO AVE 800 N
KINZIE ST 400 N
MADISON ST 1 N / 1 S
HARRISON ST 600 S
ROOSEVELT RD 1200 S
16TH ST 1600 S
CERMAK RD 2200 S
26TH ST 2600 S
31ST ST 3100 S
35TH ST 3500 S
PERSHING RD 3900 S
43RD ST 4300 S
47TH ST 4700 S
51ST ST 5100 W
55TH ST 5500 S
59TH ST 5900 S
63RD ST 6300 S
MARQUETTE RD 6700 S
71ST ST 7100 S
75TH ST 7500 S
79TH ST 7900 S
83RD ST 8300 S
87TH ST 8700 S
91ST ST 9100 S
95TH ST 9500 S
99TH ST 9900 S
103RD ST 10300 S
107TH ST 10700 S
111TH ST 11100 S
115TH ST 11500 S
119TH ST 11900 S
127TH ST 12700 S
138TH ST 13800 S
MANNHEIM RD 10000 W
EAST RIVER RD 8800 W
CUMBERLAND AVE 8400 W
PACIFIC AVE 8000 W
ORIOLE AVE 7600 W
HARLEM AVE 7200 W
OAK PARK AVE 6800 W
NAGLE AVE 6400 W
NARRAGANSETT AVE 6400 W
AUSTIN AVE 6000 W
CENTRAL AVE 5600 W
CENTRAL AVE 5300 W
LARAMIE AVE 5200 W
CICERO AVE 4800 W
KOSTNER AVE 4400 W
PULASKI RD 4000 W
CENTRAL PARK AVE 3600 W
KEDZIE AVE 3200 W
CALIFORNIA AVE 2800 W
WESTERN AVE 2400 W
DAMEN AVE 2000 W
ASHLAND AVE 1600 W
RACINE AVE 1200 W
HALSTED ST 800 W
STEWART AVE 400 W
STATE ST 1 E / 1 W
DR M L KING JR DR 400 E
COTTAGE GROVE AVE 800 E
WOODLAWN AVE 1200 E
STONY ISLAND AVE 1600 E
JEFFERY AVE 2000 E
TORRENCE AVE 2630 E
AVENUE O 3430 E
STATE LINE RD 4100 E
0
7,500
15,000
30,000
45,000
60,000
Feet

Truck Route Access:


N
W
E
S
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
Roosevelt/
Cicero
Western/Ogden
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
Pullman
West Pullman
0
7,500
15,000
30,000
45,000
60,000
Feet

Legend

🟥 Most properties are next to or within 400 ft of truck route

🟪 Some properties are near a truck route

🟫 No truck routes

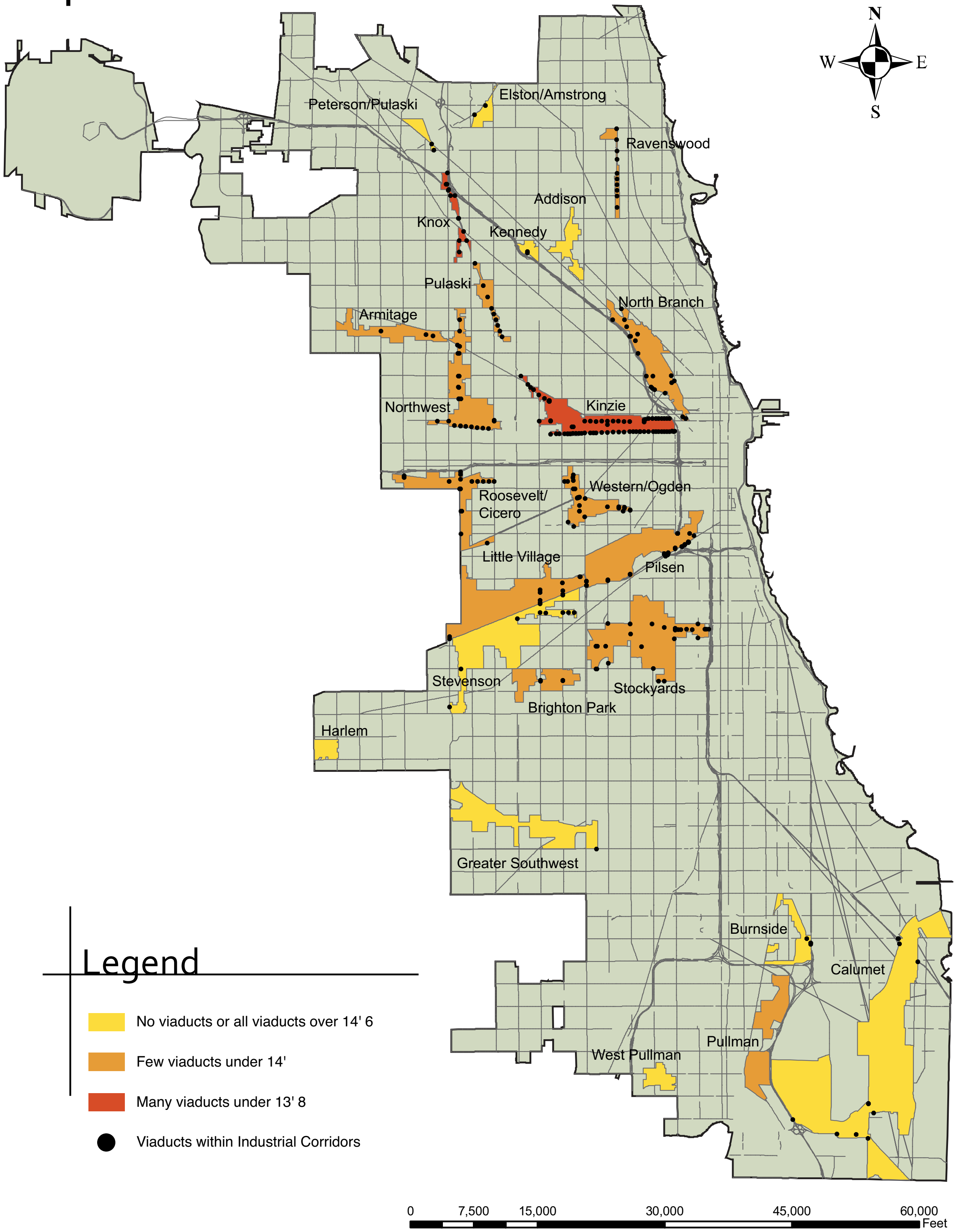
Existing IDOT Truck routes:

— Class I: limited access divided highways

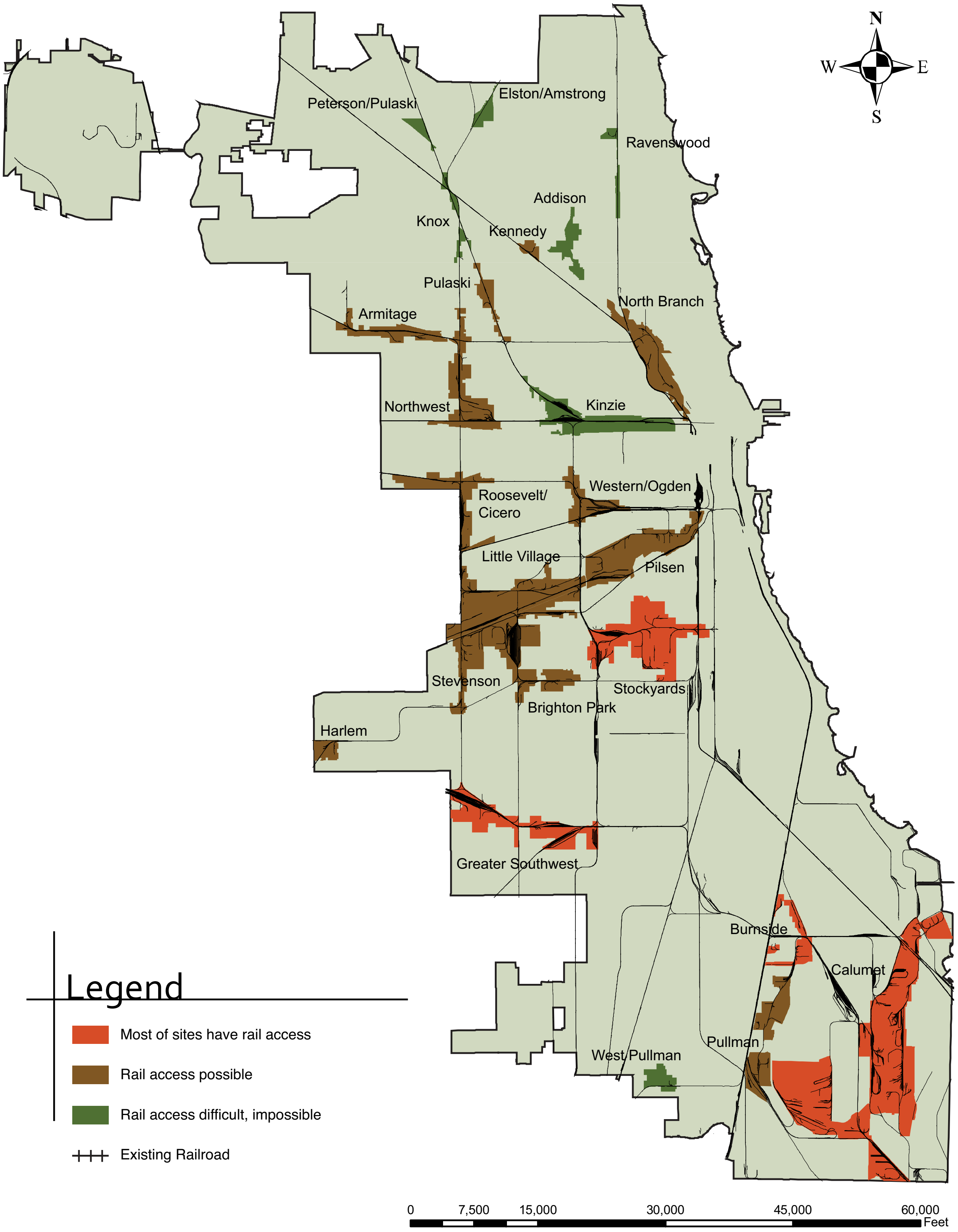
— Class II: non-interstates with same weight and size restrictions

— Class III: permits 80,000 lbs. of weight but further limits vehicle width and total length

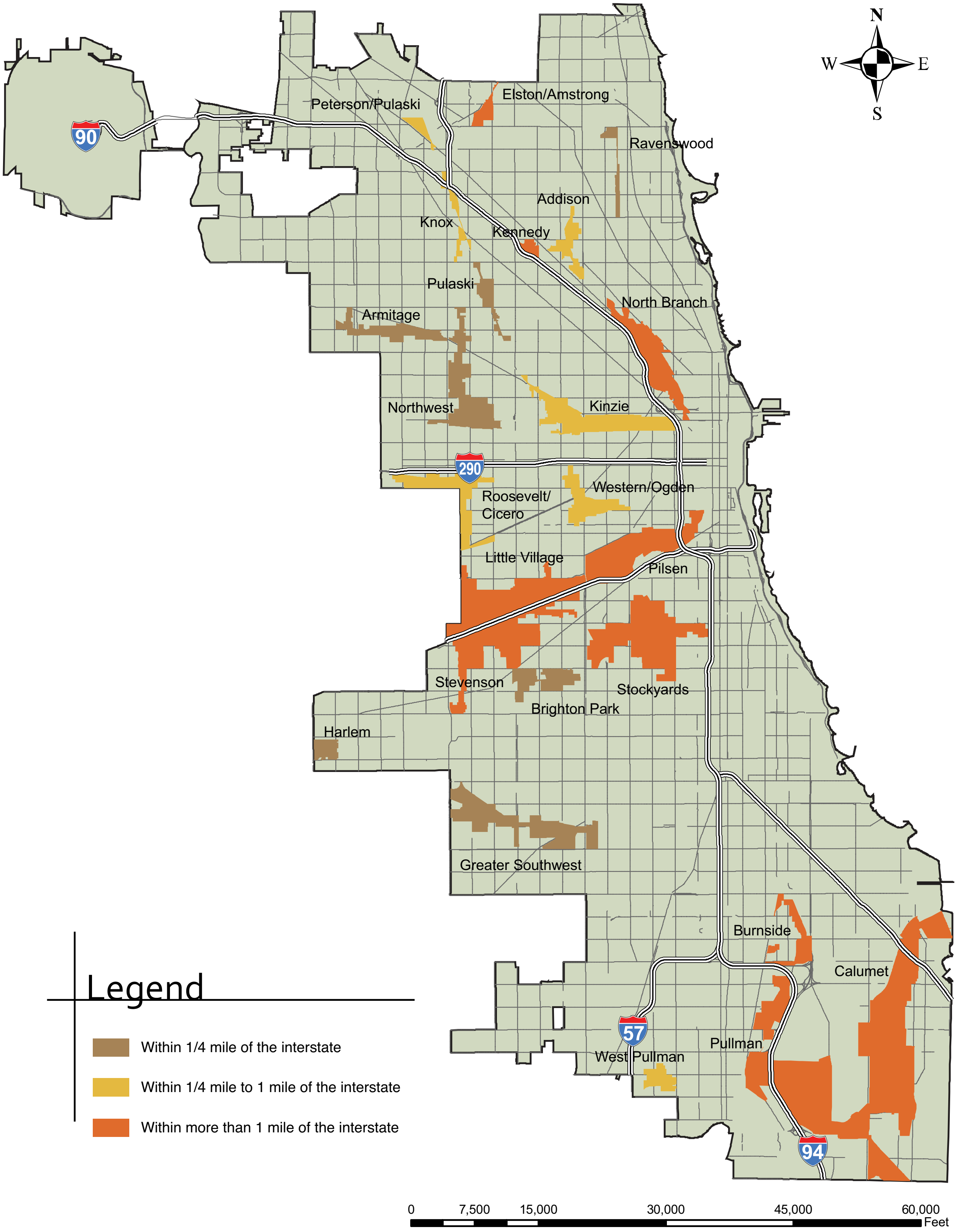
Viaduct Clearance Issues:


N
W
E
S
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
North Branch
Armitage
Northwest
Kinzie
Western/Ogden
Roosevelt/
Cicero
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
Pullman
West Pullman
Legend
No viaducts or all viaducts over 14' 6
Few viaducts under 14'
Many viaducts under 13' 8
Viaducts within Industrial Corridors
0
7,500
15,000
30,000
45,000
60,000
Feet

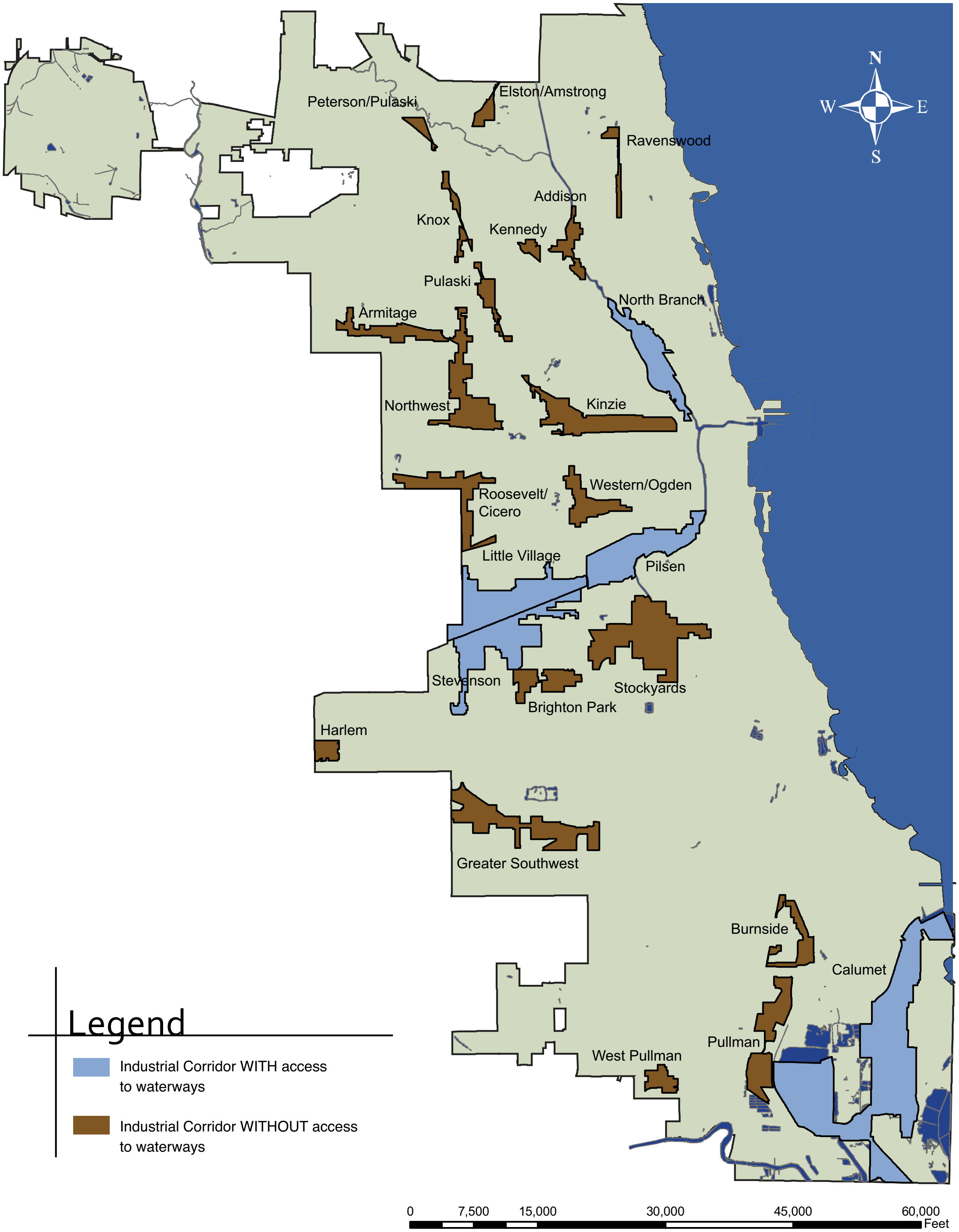
Railroad Access:


N
W
E
S
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
Western/Ogden
Roosevelt/
Cicero
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
Pullman
West Pullman
Legend
🟥 Most of sites have rail access
🟫 Rail access possible
🟩 Rail access difficult, impossible
+++ Existing Railroad
0
7,500
15,000
30,000
45,000
60,000
Feet

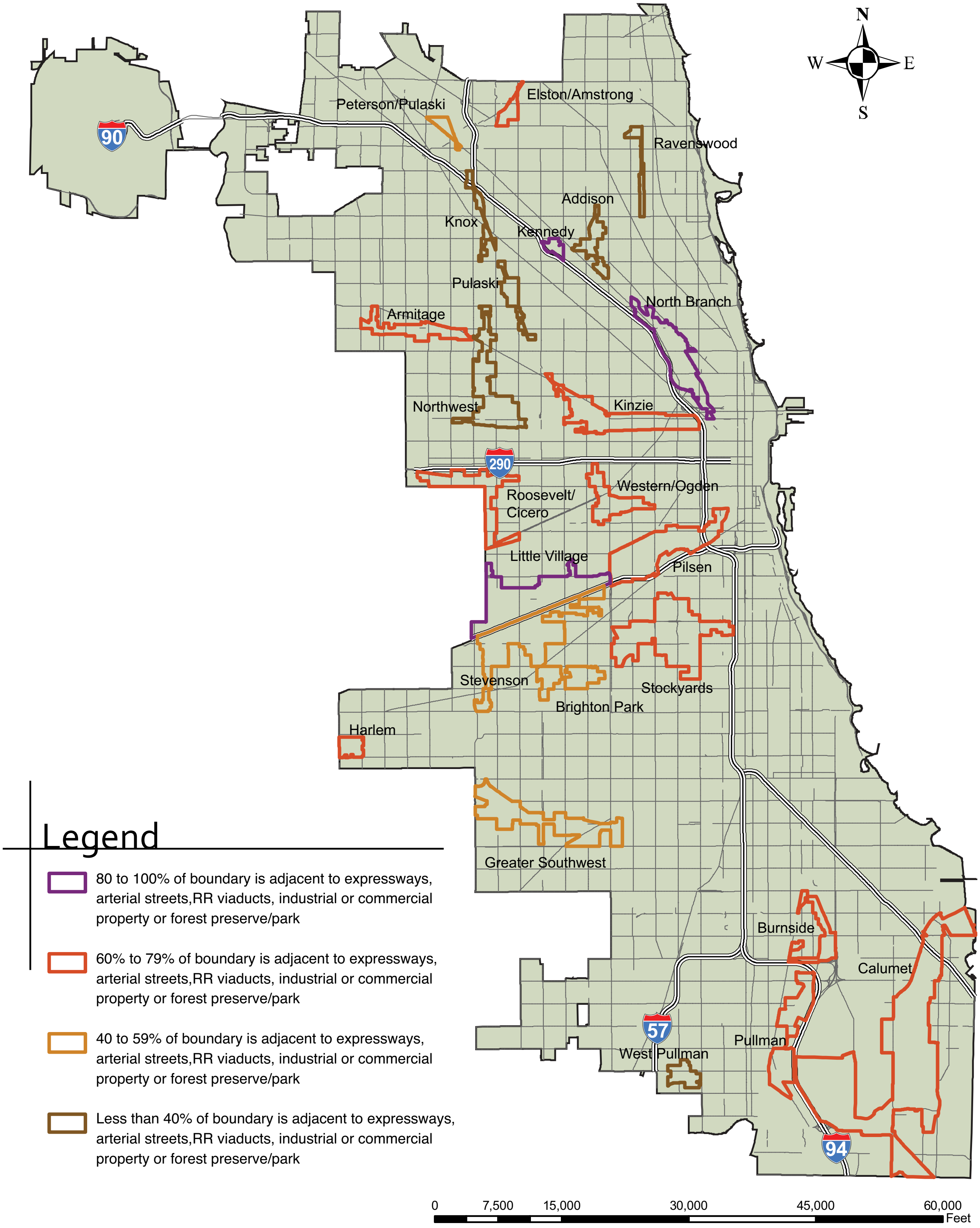
Interstate Access:


N
W
E
S
90
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
290
Roosevelt/
Cicero
Western/Ogden
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
57
West Pullman
Pullman
94
Legend
Within 1/4 mile of the interstate
Within 1/4 mile to 1 mile of the interstate
Within more than 1 mile of the interstate
0
7,500
15,000
30,000
45,000
60,000
Feet

Waterways Access:


N
W
E
S
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
Western/Ogden
Roosevelt/ Cicero
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
Pullman
West Pullman
Legend
🟦 Industrial Corridor WITH access to waterways
🟫 Industrial Corridor WITHOUT access to waterways
0
7,500
15,000
30,000
45,000
60,000
Feet

Boundary Integrity:


N
W
E
S
Elston/Amstrong
Peterson/Pulaski
90
Ravenswood
Addison
Knox
Kennedy
Pulaski
Armitage
North Branch
Northwest
Kinzie
290
Roosevelt/
Cicero
Western/Ogden
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
57
Pullman
West Pullman
94
0
7,500
15,000
30,000
45,000
60,000
Feet

Legend

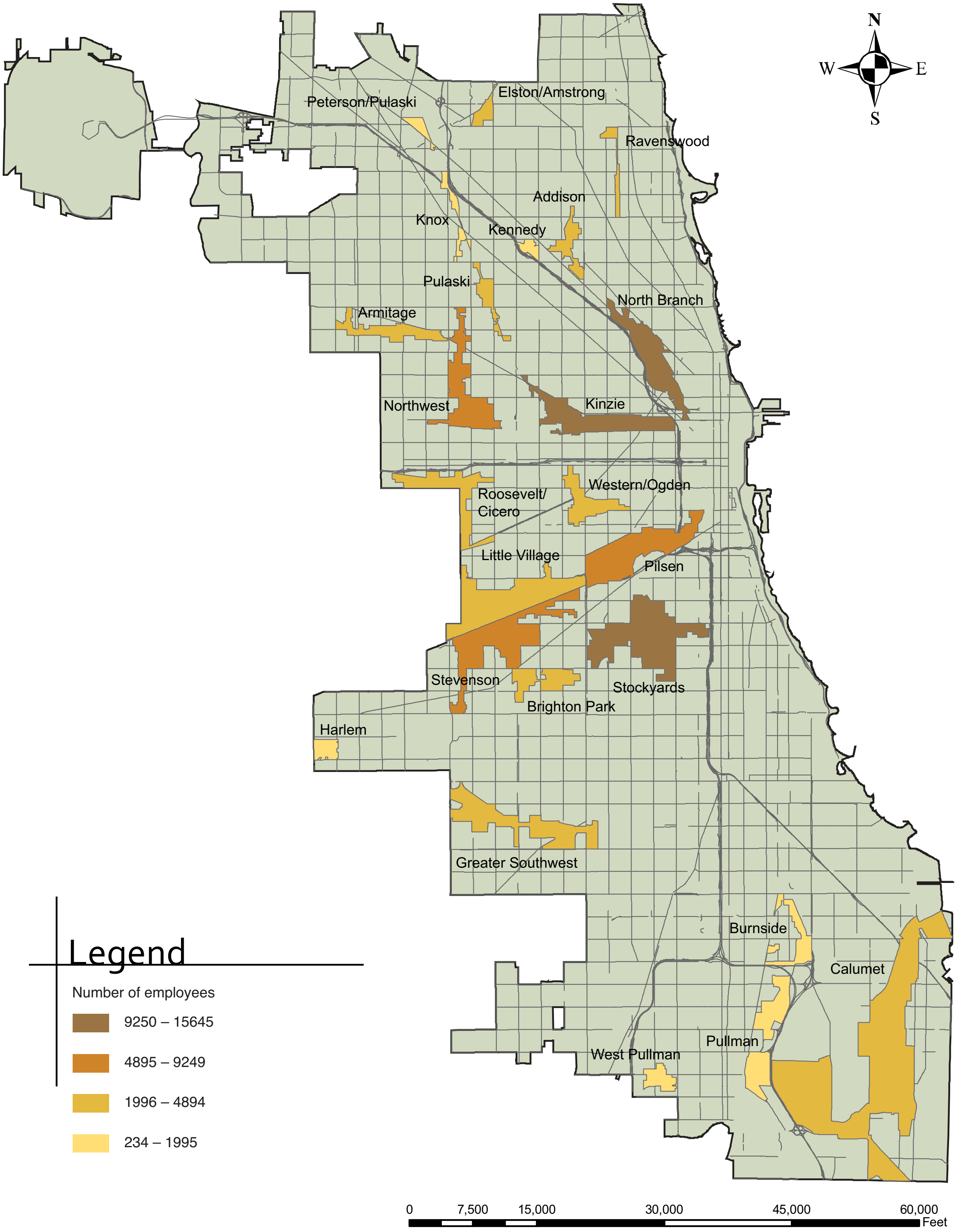
🟪 80 to 100% of boundary is adjacent to expressways, arterial streets,RR viaducts, industrial or commercial property or forest preserve/park

🟥 60% to 79% of boundary is adjacent to expressways, arterial streets,RR viaducts, industrial or commercial property or forest preserve/park

🟧 40 to 59% of boundary is adjacent to expressways, arterial streets,RR viaducts, industrial or commercial property or forest preserve/park

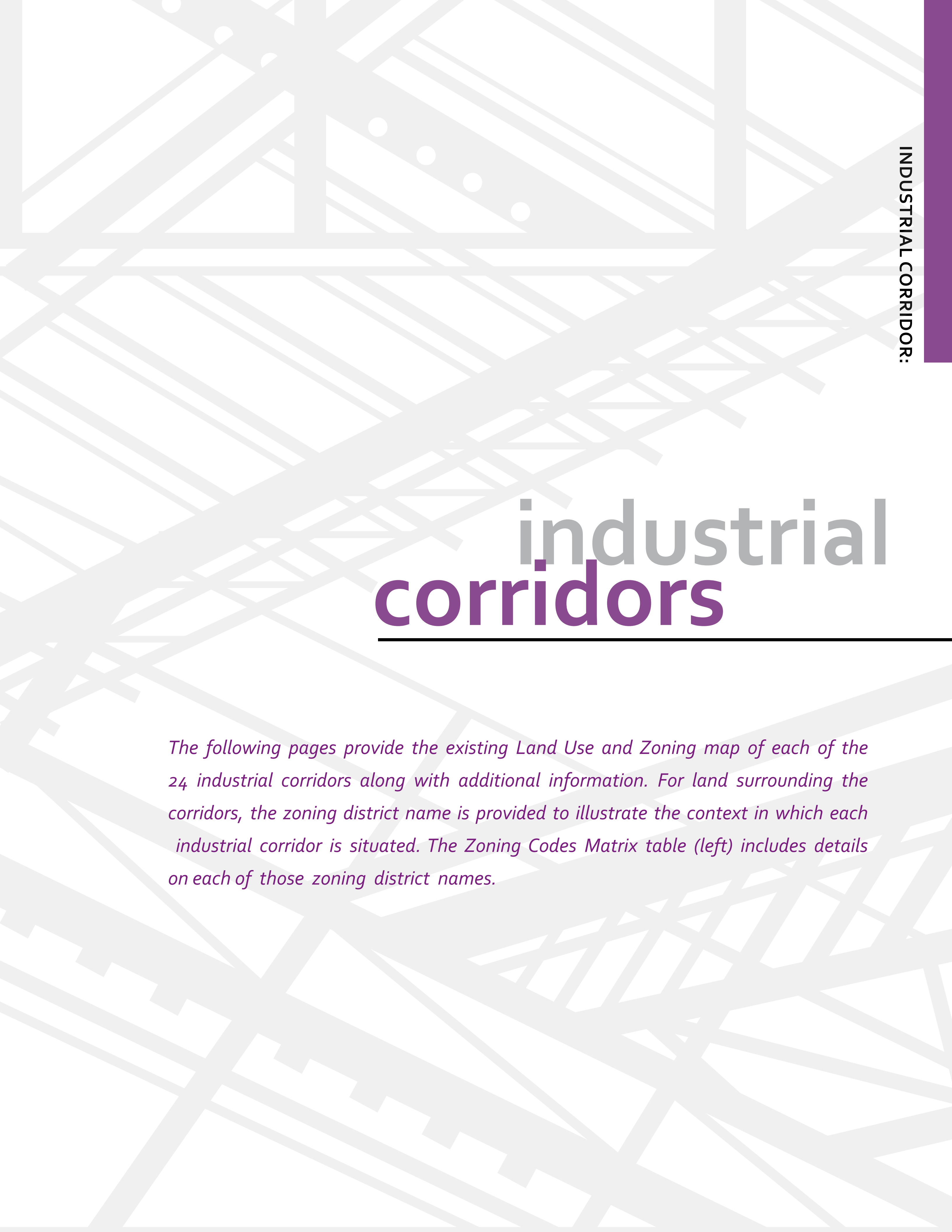
🟫 Less than 40% of boundary is adjacent to expressways, arterial streets,RR viaducts, industrial or commercial property or forest preserve/park

Employment:


N
W
E
S
Peterson/Pulaski
Elston/Amstrong
Ravenswood
Addison
Knox
Kennedy
Pulaski
North Branch
Armitage
Northwest
Kinzie
Roosevelt/
Cicero
Western/Ogden
Little Village
Pilsen
Stevenson
Stockyards
Brighton Park
Harlem
Greater Southwest
Burnside
Calumet
Pullman
West Pullman
Legend
Number of employees
9250 – 15645
4895 – 9249
1996 – 4894
234 – 1995
0
7,500
15,000
30,000
45,000
60,000
Feet

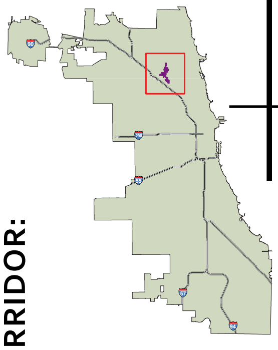
Zoning Code Matrix

District Name	Max FAR	Max Height	Min Front Yard	Min Rear Yard*	Side Yards*	Typical Uses
RS1	0.50	30	20	50	5	Single Family Detached
RS2	0.65	30	20	50	4	Single Family Detached
RS3	0.90	30	20	50	2	SFD+ Two Flats
RT3.5	1.05	35	15	50	2	SFD+ 2/3 Flats + TownHomes
RT4	1.20	38	15	50	2	Flats + Townhomes + Multifamily
RT4A	1.50	42	15	50	2	Flats + Townhomes + Multifamily
RM4.5	1.70	47	15	50	2	Townhomes + Multifamily
RM5	2.00	47	15	50	2	Townhomes + Multifamily
RM5.5	2.50	60	15	50	2	Multifamily
RM6	4.40	none	15	50	none	Multifamily
RM6.5	6.60	none	15	50	none	Multifamily
B1-1	1.20	38	0	0	0	Storefront style shopping, upper story residential/office
B1-1.5	1.50	38	0	0	0	Storefront style shopping, upper story residential/office
B1-2	2.20	50	0	0	0	Storefront style shopping, upper story residential/office
B1-3	3.00	65	0	0	0	Storefront style shopping, upper story residential/office
B1-5	5.00	80	0	0	0	Storefront style shopping, upper story residential/office
B2-1	1.20	38	0	0	0	As B1 but ground floor residential allowed
B2-1.5	1.50	38	0	0	0	As B1 but ground floor residential allowed
B2-2	2.20	50	0	0	0	As B1 but ground floor residential allowed
B2-3	3.00	65	0	0	0	As B1 but ground floor residential allowed
B2-5	5.00	80	0	0	0	As B1 but ground floor residential allowed
B3-1	1.20	38	0	0	0	Auto oriented retail, upper story residential/office
B3-1.5	1.50	38	0	0	0	Auto oriented retail, upper story residential/office
B3-2	2.20	50	0	0	0	Auto oriented retail, upper story residential/office
B3-3	3.00	65	0	0	0	Auto oriented retail, upper story residential/office
B3-5	5.00	80	0	0	0	Auto oriented retail, upper story residential/office
C1-1	1.20	38	0	0	0	B1+ auto-oriented uses and bars allowed by right
C1-1.5	1.50	38	0	0	0	B1+ auto-oriented uses and bars allowed by right
C1-2	2.20	50	0	0	0	B1+ auto-oriented uses and bars allowed by right
C1-3	3.00	65	0	0	0	B1+ auto-oriented uses and bars allowed by right
C1-5	5.00	80	0	0	0	B1+ auto-oriented uses and bars allowed by right
C2-1	1.20	38	0	0	0	Motor vehicle related commercial district
C2-1.5	1.50	38	0	0	0	Motor vehicle related commercial district
C2-2	2.20	50	0	0	0	Motor vehicle related commercial district
C2-3	3.00	65	0	0	0	Motor vehicle related commercial district
C2-5	5.00	80	0	0	0	Motor vehicle related commercial district
C3-1	1.20	38	0	0	0	Commercial, manufacturing uses, no residential
C3-1.5	1.50	38	0	0	0	Commercial, manufacturing uses, no residential
C3-2	2.20	50	0	0	0	Commercial, manufacturing uses, no residential
C3-3	3.00	65	0	0	0	Commercial, manufacturing uses, no residential
C3-5	5.00	80	0	0	0	Commercial, manufacturing uses, no residential
M1-1	1.20	none	0	0	0	Low impact manufacturing, wholesaling and warehousing
M1-2	2.20	none	0	0	0	Low impact manufacturing, wholesaling and warehousing
M1-3	3.00	none	0	0	0	Low impact manufacturing, wholesaling and warehousing
M2-1	1.20	none	0	0	0	Moderate Impact manufactuing, wholesaling and warehousing
M2-2	2.20	none	0	0	0	Moderate Impact manufactuing, wholesaling and warehousing
M2-3	3.00	none	0	0	0	Moderate Impact manufactuing, wholesaling and warehousing
M3-1	1.20	none	0	0	0	High impact manufacturing + waste related uses
M3-2	2.20	none	0	0	0	High impact manufacturing + waste related uses
M3-3	3.00	none	0	0	0	High impact manufacturing + waste related uses



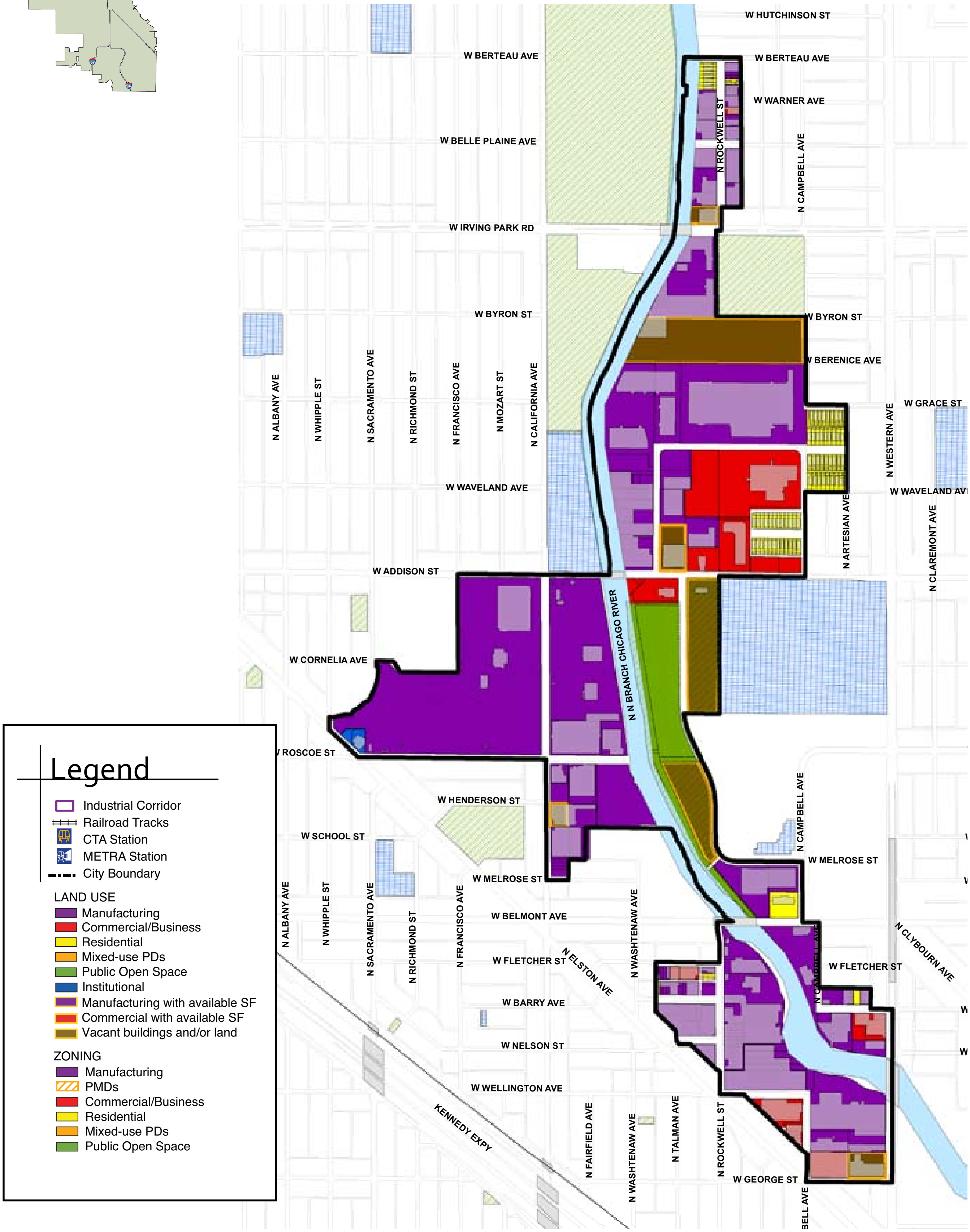
industrial corridors

The following pages provide the existing Land Use and Zoning map of each of the 24 industrial corridors along with additional information. For land surrounding the corridors, the zoning district name is provided to illustrate the context in which each industrial corridor is situated. The Zoning Codes Matrix table (left) includes details on each of those zoning district names.



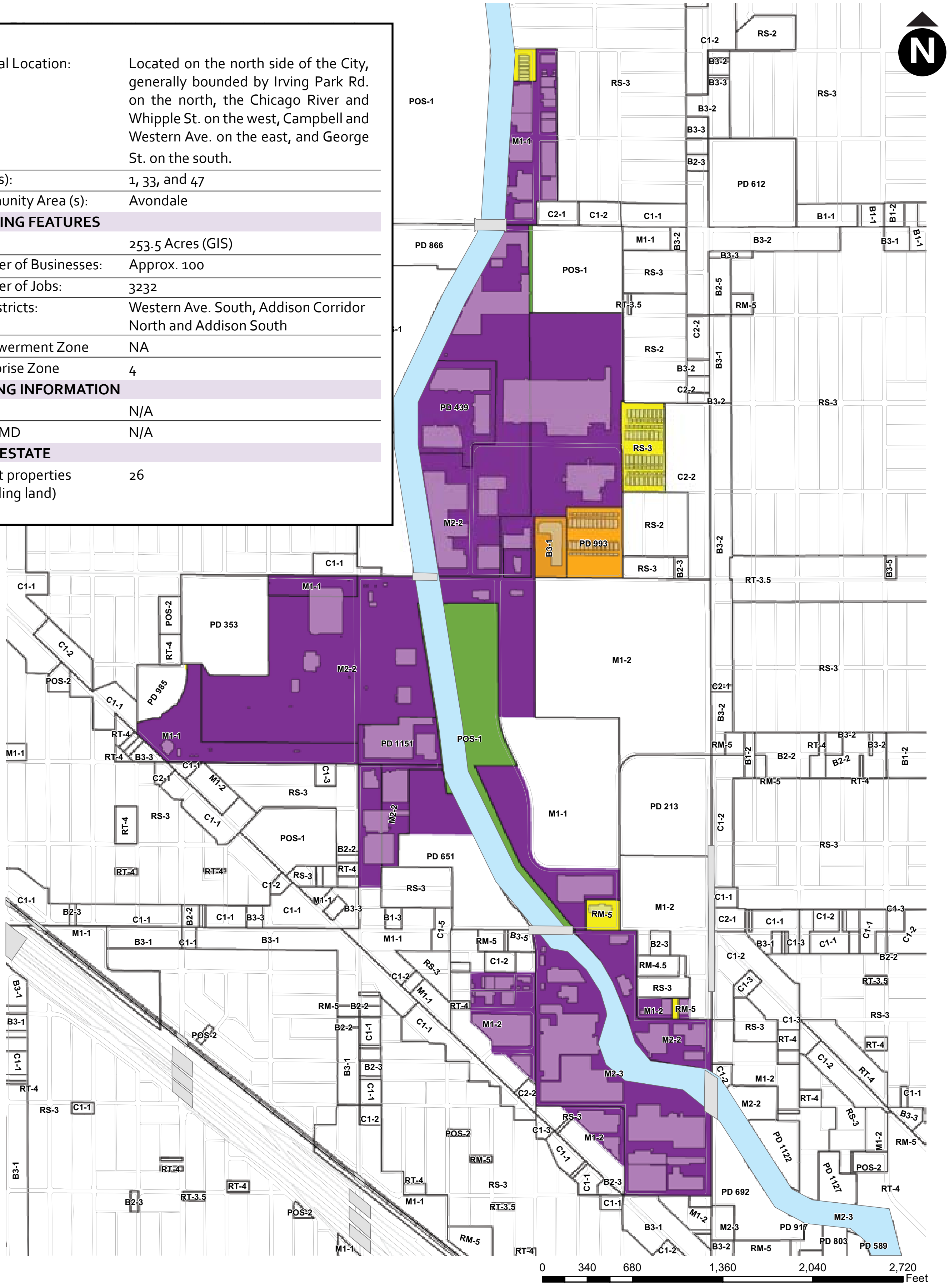
Industrial Corridor – Addison

Land Use


W HUTCHINSON ST
W BERTEAU AVE
W BERTEAU AVE
W WARNER AVE
W BELLE PLAINE AVE
N ROCKWELL ST
N CAMPBELL AVE
W IRVING PARK RD
W BYRON ST
W BYRON ST
W BERENICE AVE
W GRACE ST
N ALBANY AVE
N WHIPPLE ST
N SACRAMENTO AVE
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
N WESTERN AVE
W WAVELAND AVE
W WAVELAND AVE
N ARTESIAN AVE
N CLAREMONT AVE
W ADDISON ST
N N BRANCH CHICAGO RIVER
W CORNELIA AVE
W ROSCOE ST
W HENDERSON ST
N CAMPBELL AVE
W SCHOOL ST
W MELROSE ST
W MELROSE ST
N ALBANY AVE
N WHIPPLE ST
N SACRAMENTO AVE
N RICHMOND ST
N FRANCISCO AVE
W BELMONT AVE
N WASHTENAW AVE
W FLETCHER ST
N ELSTON AVE
W FLETCHER ST
N CLYBOURN AVE
W BARRY AVE
W NELSON ST
W WELLINGTON AVE
KENNEDY EXPY
N FAIRFIELD AVE
N WASHTENAW AVE
N TALMAN AVE
N ROCKWELL ST
W GEORGE ST
BELL AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

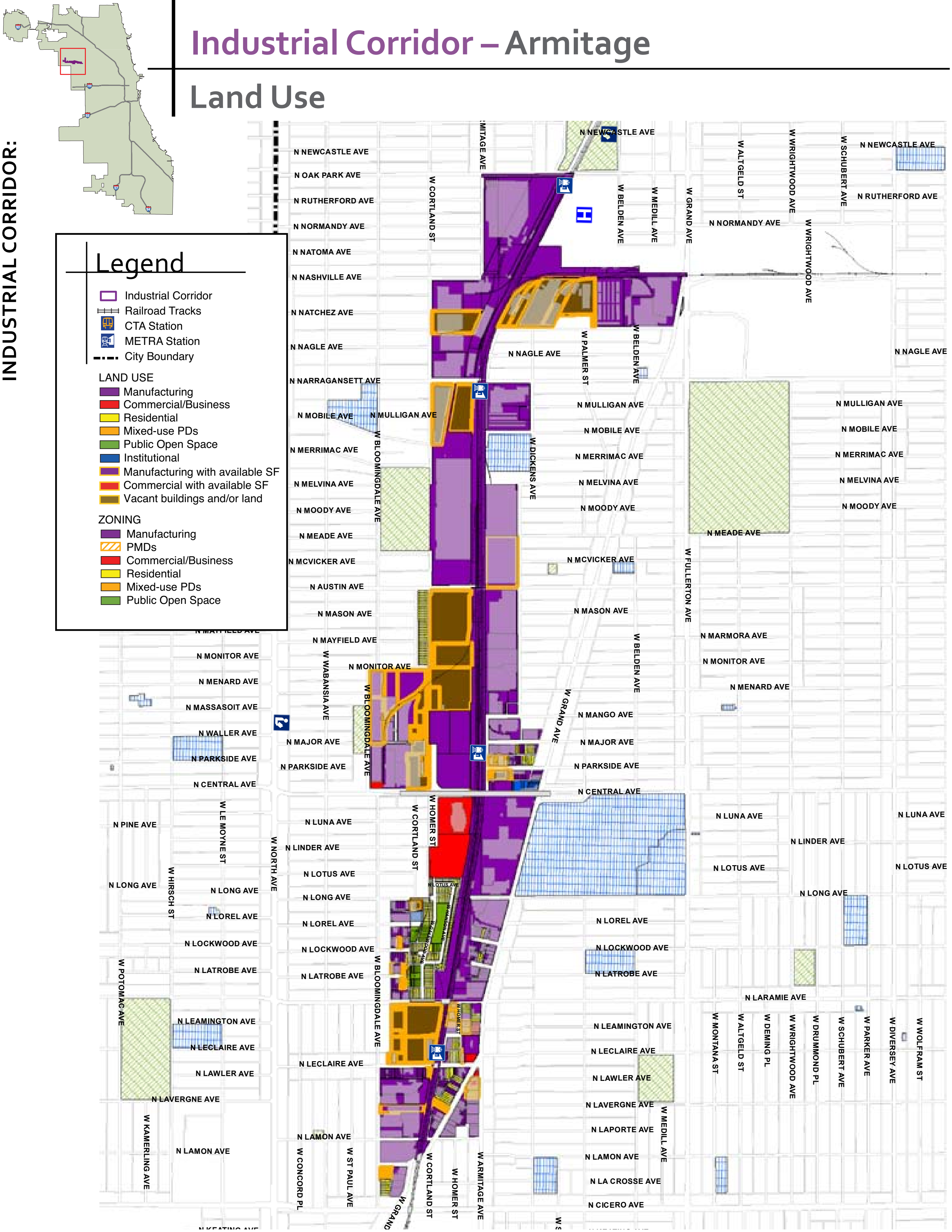
General Location:	Located on the north side of the City, generally bounded by Irving Park Rd. on the north, the Chicago River and Whipple St. on the west, Campbell and Western Ave. on the east, and George St. on the south.
Ward(s):	1, 33, and 47
Community Area (s):	Avondale
EXISTING FEATURES	
Size:	253.5 Acres (GIS)
Number of Businesses:	Approx. 100
Number of Jobs:	3232
TIF Districts:	Western Ave. South, Addison Corridor North and Addison South
Empowerment Zone	NA
Enterprise Zone	4
ZONING INFORMATION	
PMD	N/A
% in PMD	N/A
REAL ESTATE	
Vacant properties (including land)	26


N
POS-1
M1-1
RS-3
RS-2
C1-2
B3-2
B3-3
PD 612
PD 866
C2-1
C1-1
B1-1
B1-2
POS-1
RT-3.5
RM-5
C2-2
B3-1
PD 439
M2-2
PD 993
B2-3
B2-5
B3-5
C1-1
M1-1
PD 353
POS-2
RT-4
C1-2
M2-2
PD 985
M1-2
PD 1151
POS-1
PD 213
B3-3
C2-1
C1-3
PD 651
B2-2
M1-1
RM-5
B2-2
RM-4.5
M2-3
PD 692
PD 1122
PD 1127
PD 917
PD 803
PD 589
C1-5
B1-3
C1-1
RT-4
0
340
680
1,360
2,040
2,720
Feet

INDUSTRIAL CORRIDOR:

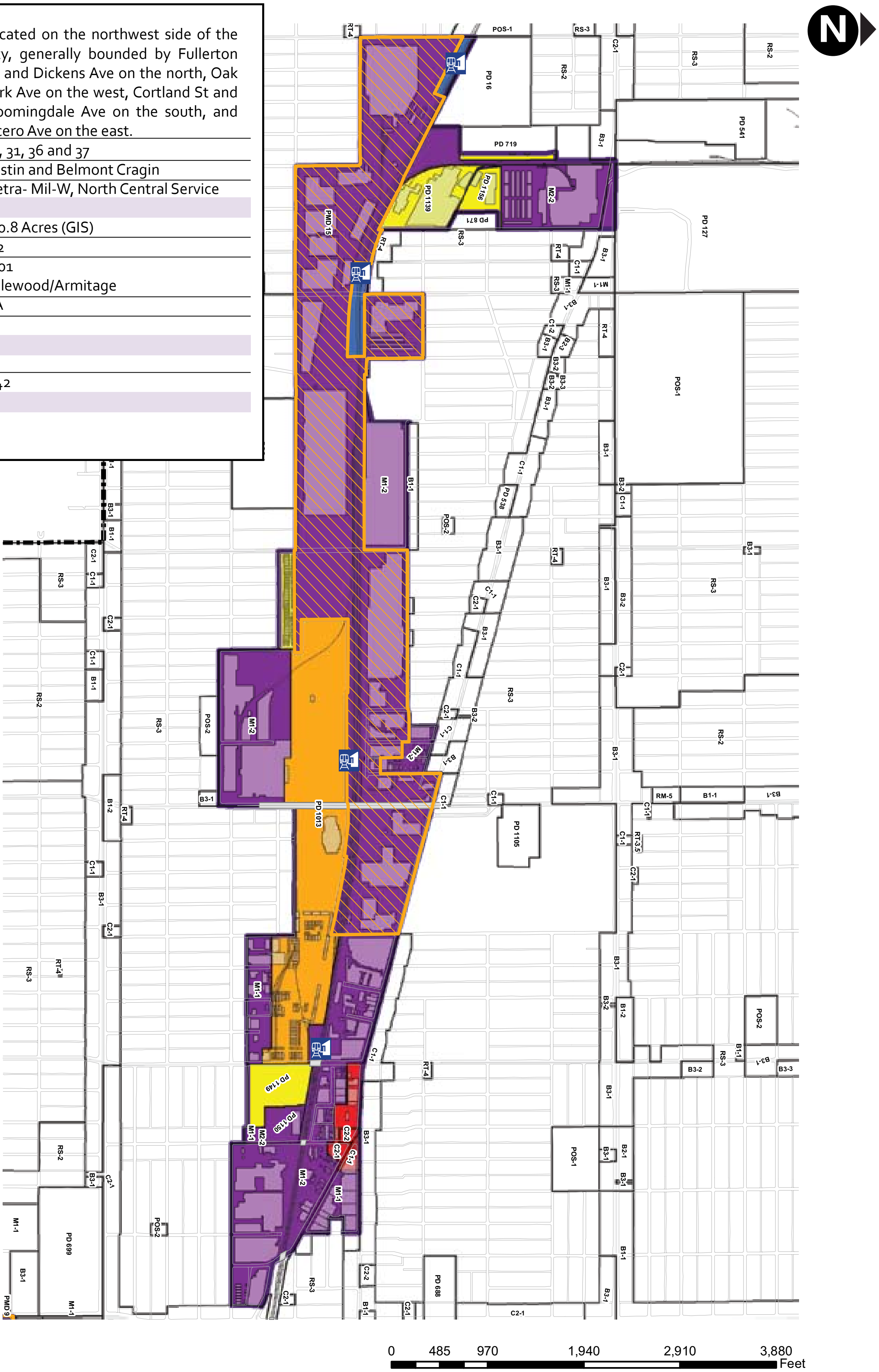
Industrial Corridor – Armitage

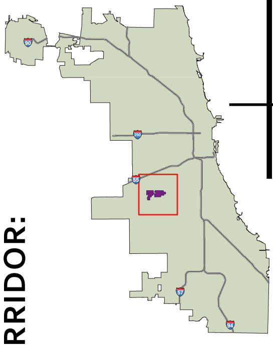
Land Use


Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
N NEWCASTLE AVE
N OAK PARK AVE
N RUTHERFORD AVE
N NORMANDY AVE
N NATOMA AVE
N NASHVILLE AVE
N NATCHEZ AVE
N NAGLE AVE
N NARRAGANSETT AVE
N MOBILE AVE
N MULLIGAN AVE
N MERRIMAC AVE
N MELVINA AVE
N MOODY AVE
N MEADE AVE
N MCVICKER AVE
N AUSTIN AVE
N MASON AVE
N MAYFIELD AVE
N MONITOR AVE
N MENARD AVE
N MASSASOIT AVE
N WALLER AVE
N MAJOR AVE
N PARKSIDE AVE
N CENTRAL AVE
N MANGO AVE
N MARMORA AVE
N PINE AVE
N LUNA AVE
N LINDER AVE
N LOTUS AVE
N LONG AVE
N LOREL AVE
N LOCKWOOD AVE
N LATROBE AVE
N LARAMIE AVE
N LEAMINGTON AVE
N LECLAIRE AVE
N LAWLER AVE
N LAVERGNE AVE
N LAPORTE AVE
N LAMON AVE
N LA CROSSE AVE
N CICERO AVE
N KEATING AVE
W ARMITAGE AVE
W CORTLAND ST
W BELDEN AVE
W MEDILL AVE
W GRAND AVE
W ALTGELD ST
W WRIGHTWOOD AVE
W SCHUBERT AVE
W PALMER ST
W DICKENS AVE
W BLOOMINGDALE AVE
W FULLERTON AVE
W WABANSIA AVE
W HOMER ST
W LE MOYNE ST
W NORTH AVE
W HIRSCH ST
W POTOMAC AVE
W KAMERLING AVE
W CONCORD PL
W ST PAUL AVE
W MONTANA ST
W DEMING PL
W DRUMMOND PL
W PARKER AVE
W DIVERSEY AVE
W WOLFRAM ST

Existing Zoning

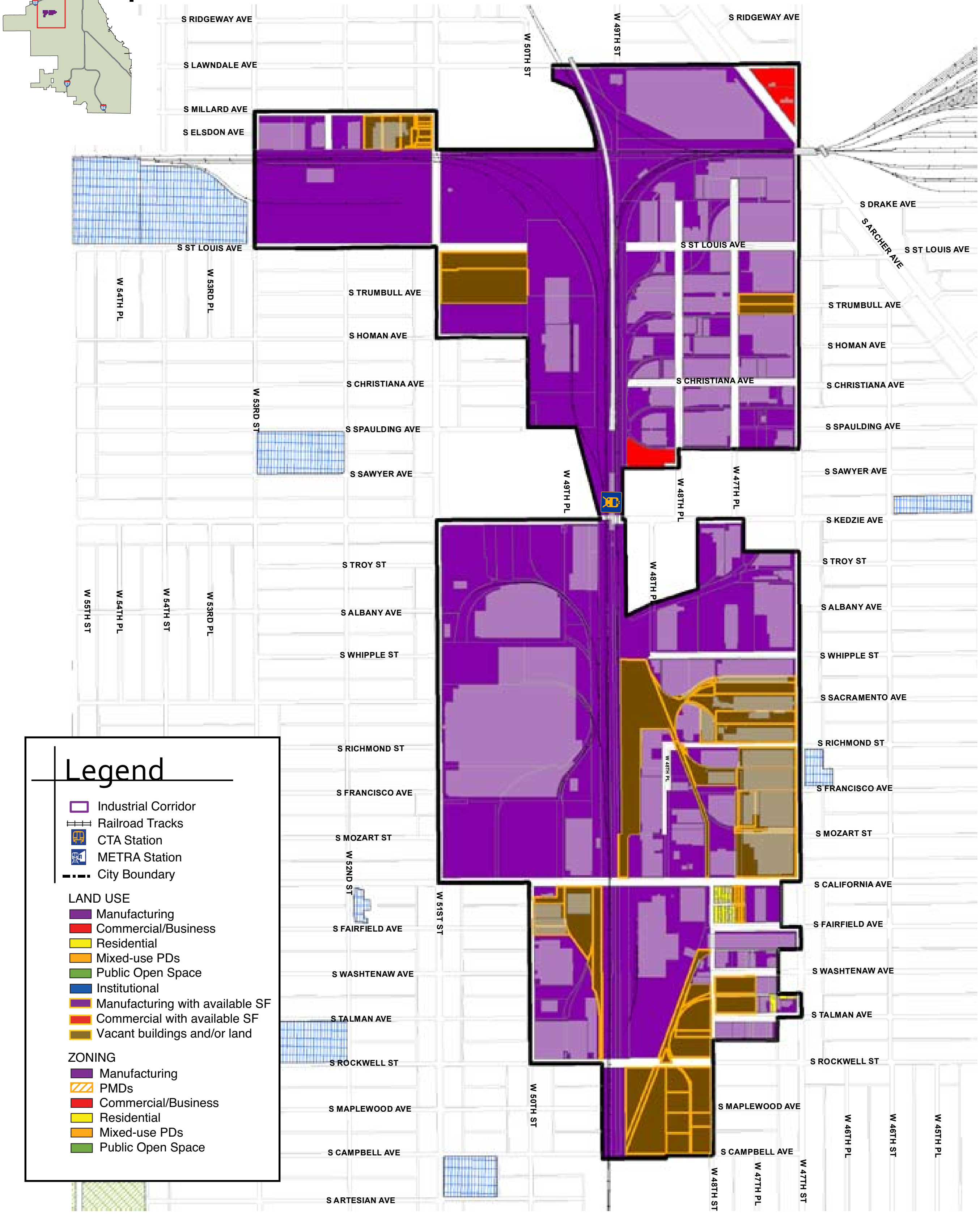
General Location:	Located on the northwest side of the City, generally bounded by Fullerton Rd and Dickens Ave on the north, Oak Park Ave on the west, Cortland St and Bloomingdale Ave on the south, and Cicero Ave on the east.
Ward(s):	29, 31, 36 and 37
Community Area (s):	Austin and Belmont Cragin
Public Transit	Metra- Mil-W, North Central Service
EXISTING FEATURES	
Size:	410.8 Acres (GIS)
Number of Businesses:	112
Number of Jobs:	4301
TIF Districts:	Galewood/Armitage
Empowerment Zone	NA
Enterprise Zone	5
ZONING INFORMATION	
PMD	15
% in PMD	0.42
REAL ESTATE	
Vacant properties (including land)	26


N
POS-1
RS-3
RS-2
RT-4
C2-1
PD 16
PD 541
PD 719
PD 1139
PD 1156
PD 871
M2-2
PMD 15
PD 127
B3-1
C1-1
M1-1
C1-2
B3-2
B3-3
M1-2
B1-1
POS-2
PD 538
RS-3
C2-1
C1-1
B1-2
M1-2
M1-3
PD 1013
PD 1105
RM-5
B1-1
RT-3.5
C2-1
M1-1
PD 1149
PD 1150
M2-2
C2-2
C2-1
C1-1
B3-1
B2-1
POS-1
POS-2
RS-2
PD 699
PD 688
M1-1
B3-1
PMD 9
C2-2
B1-1
C2-1
0
485
970
1,940
2,910
3,880
Feet

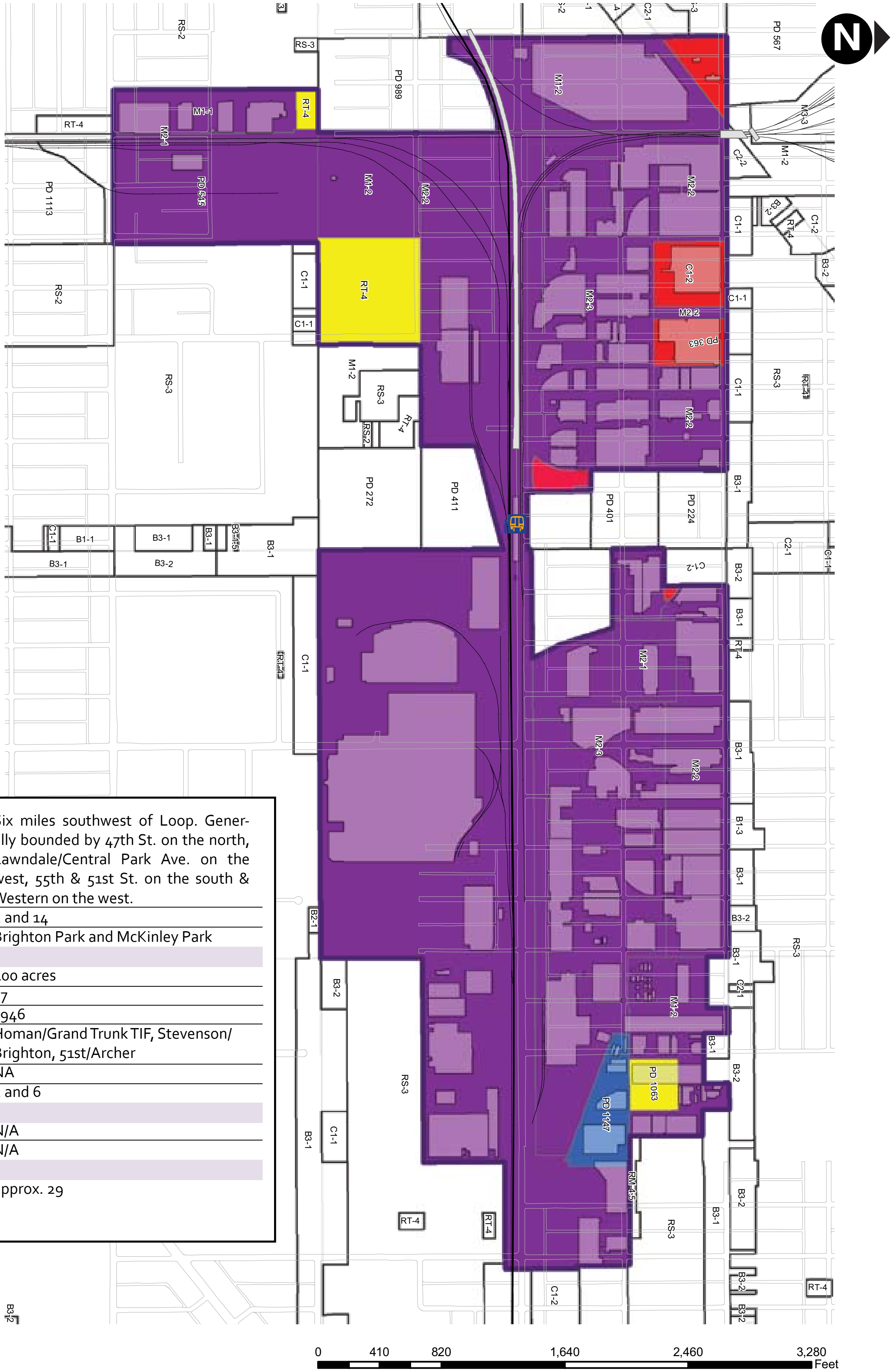


Industrial Corridor – Brighton Park

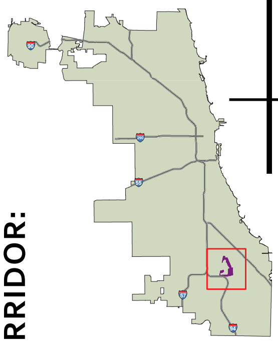
Land Use


S RIDGEWAY AVE
S LAWNDALE AVE
S MILLARD AVE
S ELSDON AVE
S ST LOUIS AVE
S TRUMBULL AVE
S HOMAN AVE
S CHRISTIANA AVE
S SPAULDING AVE
S SAWYER AVE
S KEDZIE AVE
S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE
S TALMAN AVE
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S DRAKE AVE
S ARCHER AVE
W 55TH ST
W 54TH PL
W 54TH ST
W 53RD PL
W 53RD ST
W 52ND ST
W 51ST ST
W 50TH ST
W 49TH PL
W 49TH ST
W 48TH PL
W 48TH ST
W 47TH PL
W 47TH ST
W 46TH PL
W 46TH ST
W 45TH PL
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

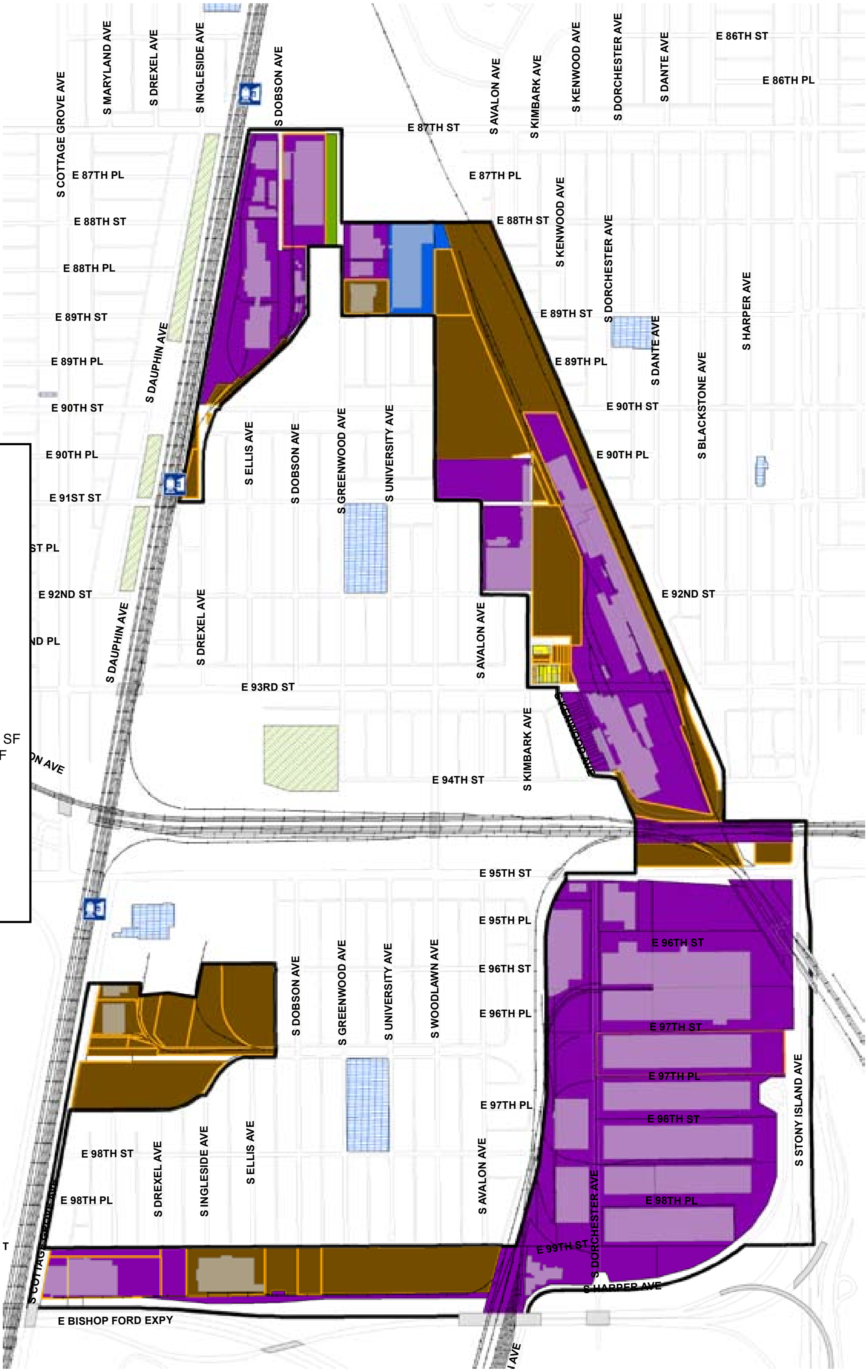

N
M1-2
PD 989
PD 567
RS-3
RT-4
M1-1
M2-1
PD 616
M1-2
M2-2
M2-2
M3-3
M1-2
C2-2
C1-1
C1-2
B3-2
PD 1113
RS-2
C1-1
RT-4
C1-1
M2-3
C1-2
M2-2
PD 363
C1-1
RS-3
RS-3
M1-2
RS-3
RT-4
RS-2
M2-2
PD 272
PD 411
PD 401
PD 224
B3-1
C1-1
B1-1
B3-1
B3-1
B3-1
B3-2
B3-1
C2-1
C1-2
B3-2
B3-1
RT-4
C1-1
M2-1
M2-3
M2-2
B3-1
B1-3
B3-1
B2-1
B3-2
B3-1
RS-3
C2-1
M1-2
B3-2
B3-1
PD 1063
PD 1147
RS-3
C1-1
B3-1
RM-4.5
RS-3
B3-1
B3-2
RT-4
RT-4
B3-2
RT-4
C1-2
B3-2
0
410
820
1,640
2,460
3,280
Feet

General Location:	Six miles southwest of Loop. Generally bounded by 47th St. on the north, Lawndale/Central Park Ave. on the west, 55th & 51st St. on the south & Western on the west.
Ward(s):	2 and 14
Community Area (s):	Brighton Park and McKinley Park
EXISTING FEATURES	
Size:	400 acres
Number of Businesses:	57
Number of Jobs:	3946
TIF Districts:	Homan/Grand Trunk TIF, Stevenson/ Brighton, 51st/Archer
Empowerment Zone	NA
Enterprise Zone	2 and 6
ZONING INFORMATION	
PMD	N/A
% in PMD	N/A
REAL ESTATE	
Vacant properties (including land)	approx. 29



Industrial Corridor – Burnside

Land Use



E 86TH ST
E 86TH PL
E 87TH ST
E 87TH PL
E 88TH ST
E 88TH PL
E 89TH ST
E 89TH PL
E 90TH ST
E 90TH PL
E 91ST ST
E 92ND ST
E 93RD ST
E 94TH ST
E 95TH ST
E 95TH PL
E 96TH ST
E 96TH PL
E 97TH ST
E 97TH PL
E 98TH ST
E 98TH PL
E 99TH ST
E BISHOP FORD EXPY
S COTTAGE GROVE AVE
S MARYLAND AVE
S DREXEL AVE
S INGLESIDE AVE
S DOBSON AVE
S DAUPHIN AVE
S ELLIS AVE
S GREENWOOD AVE
S UNIVERSITY AVE
S WOODLAWN AVE
S AVALON AVE
S KIMBARK AVE
S KENWOOD AVE
S DORCHESTER AVE
S DANTE AVE
S BLACKSTONE AVE
S HARPER AVE
S STONY ISLAND AVE
S HARPER AVE

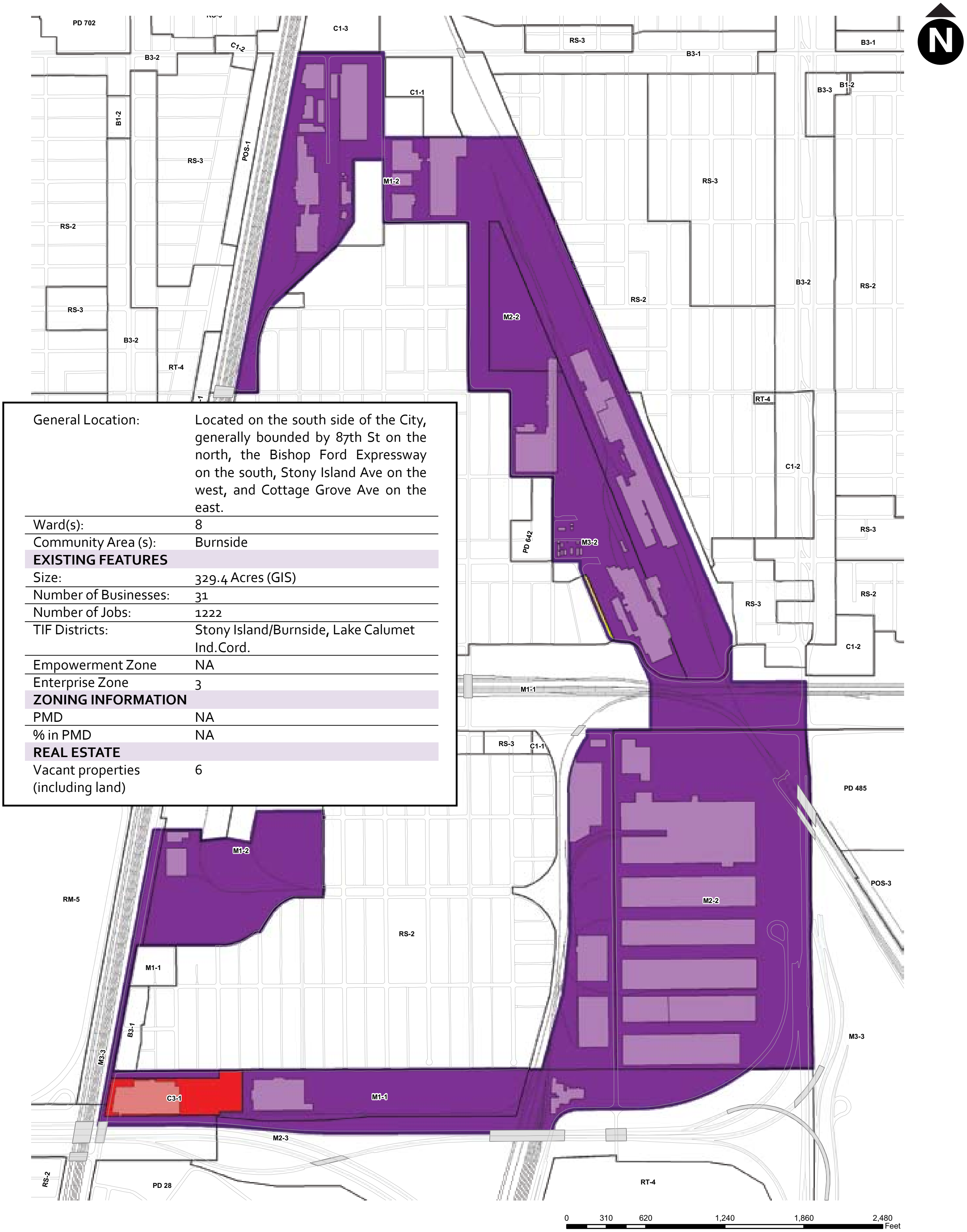
Legend

- □ Industrial Corridor
- ┼┼┼ Railroad Tracks
- 🚉 CTA Station
- 🚉 METRA Station
- -·-· City Boundary

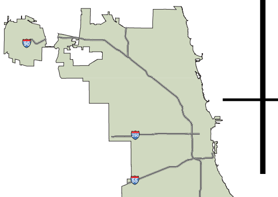
LAND USE
- 🟪 Manufacturing
- 🟥 Commercial/Business
- 🟨 Residential
- 🟧 Mixed-use PDs
- 🟩 Public Open Space
- 🟦 Institutional
- 🟪 Manufacturing with available SF
- 🟥 Commercial with available SF
- 🟫 Vacant buildings and/or land

ZONING
- 🟪 Manufacturing
- ▨ PMDs
- 🟥 Commercial/Business
- 🟨 Residential
- 🟧 Mixed-use PDs
- 🟩 Public Open Space

Existing Zoning

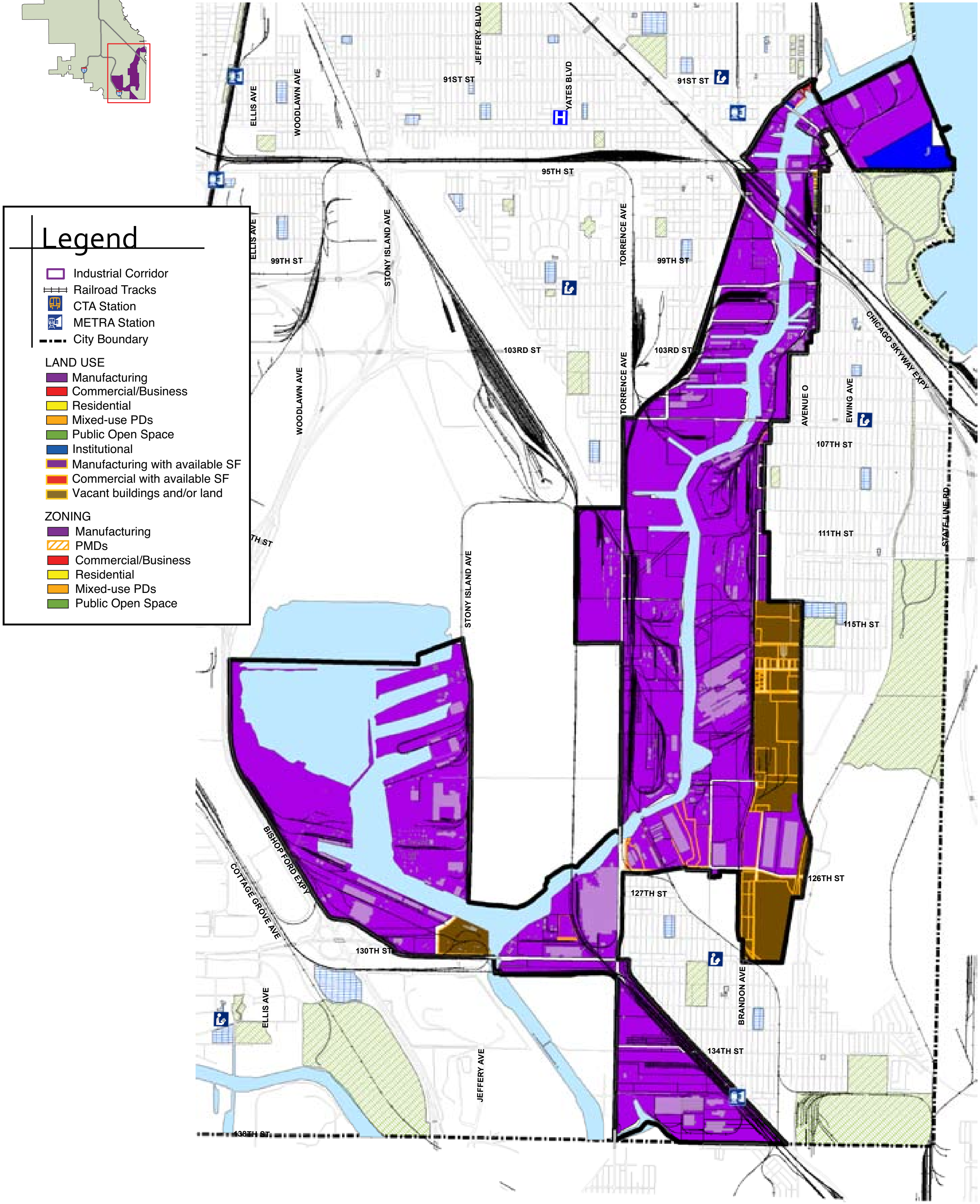

N
PD 702
C1-3
C1-2
B3-2
RS-3
B3-1
B1-2
B3-3
C1-1
POS-1
M1-2
RS-2
M2-2
RS-3
B3-2
RT-4
RT-4
C1-2
PD 642
M3-2
RS-3
RS-2
C1-2
M1-1
RS-3
C1-1
PD 485
RM-5
M1-2
POS-3
M2-2
RS-2
M1-1
B3-1
M3-3
M3-3
C3-1
M1-1
M2-3
RS-2
PD 28
RT-4
0
310
620
1,240
1,860
2,480
Feet

General Location:	Located on the south side of the City, generally bounded by 87th St on the north, the Bishop Ford Expressway on the south, Stony Island Ave on the west, and Cottage Grove Ave on the east.
Ward(s):	8
Community Area (s):	Burnside
EXISTING FEATURES	
Size:	329.4 Acres (GIS)
Number of Businesses:	31
Number of Jobs:	1222
TIF Districts:	Stony Island/Burnside, Lake Calumet Ind.Cord.
Empowerment Zone	NA
Enterprise Zone	3
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	6



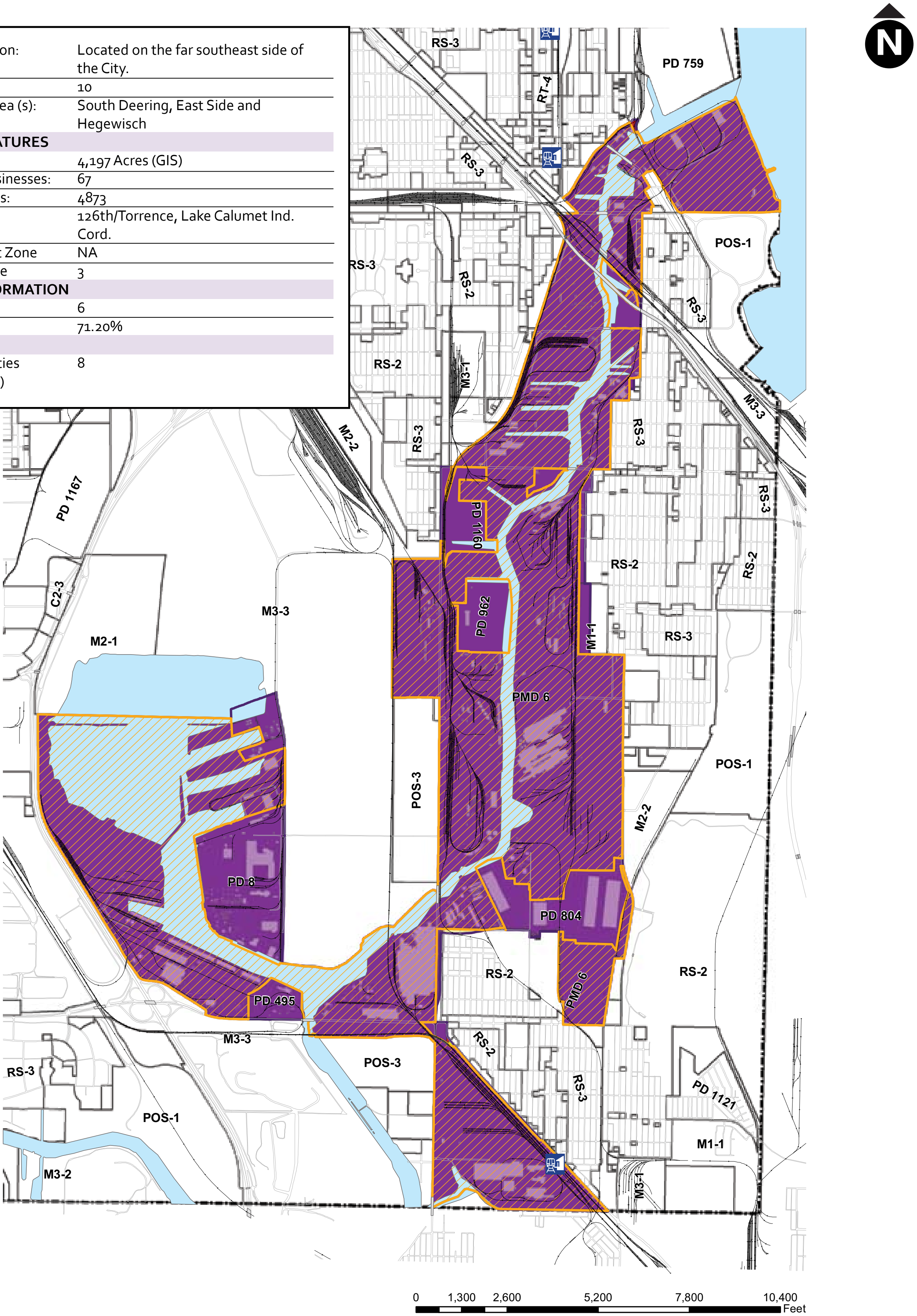
Industrial Corridor – Calumet

Land Use


Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
ELLIS AVE
WOODLAWN AVE
JEFFERY BLVD
91ST ST
YATES BLVD
91ST ST
95TH ST
ELLIS AVE
99TH ST
STONY ISLAND AVE
TORRENCE AVE
99TH ST
103RD ST
103RD ST
WOODLAWN AVE
TORRENCE AVE
AVENUE O
EWING AVE
CHICAGO SKYWAY EXPY
107TH ST
111TH ST
STATE LINE RD
TH ST
STONY ISLAND AVE
115TH ST
BISHOP FORD EXPY
COTTAGE GROVE AVE
126TH ST
127TH ST
130TH ST
ELLIS AVE
BRANDON AVE
134TH ST
JEFFERY AVE
138TH ST

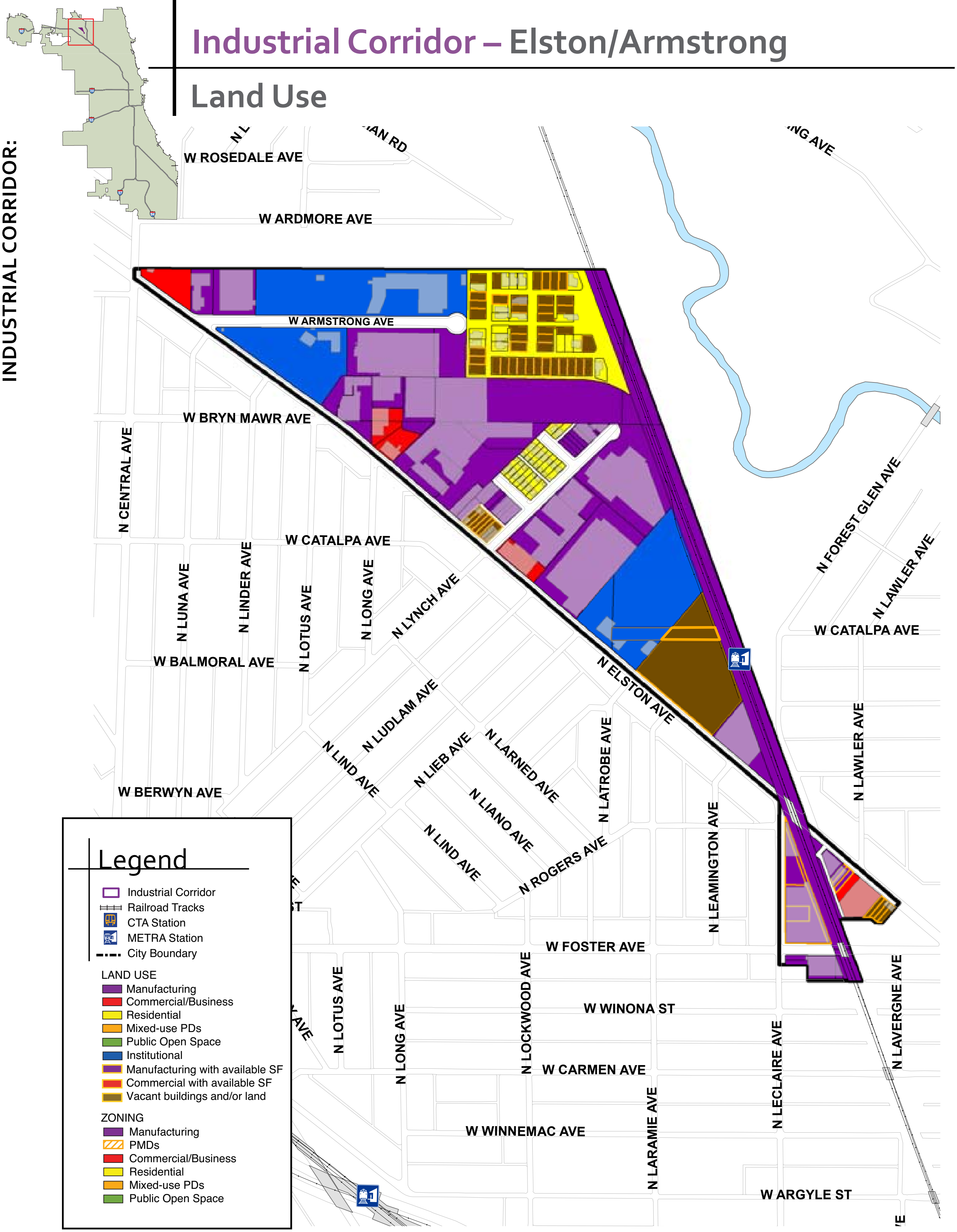
Existing Zoning

General Location:	Located on the far southeast side of the City.
Ward(s):	10
Community Area (s):	South Deering, East Side and Hegewisch
EXISTING FEATURES	
Size:	4,197 Acres (GIS)
Number of Businesses:	67
Number of Jobs:	4873
TIF Districts:	126th/Torrence, Lake Calumet Ind. Cord.
Empowerment Zone	NA
Enterprise Zone	3
ZONING INFORMATION	
PMD	6
% in PM D	71.20%
REAL ESTATE	
Vacant properties (including land)	8

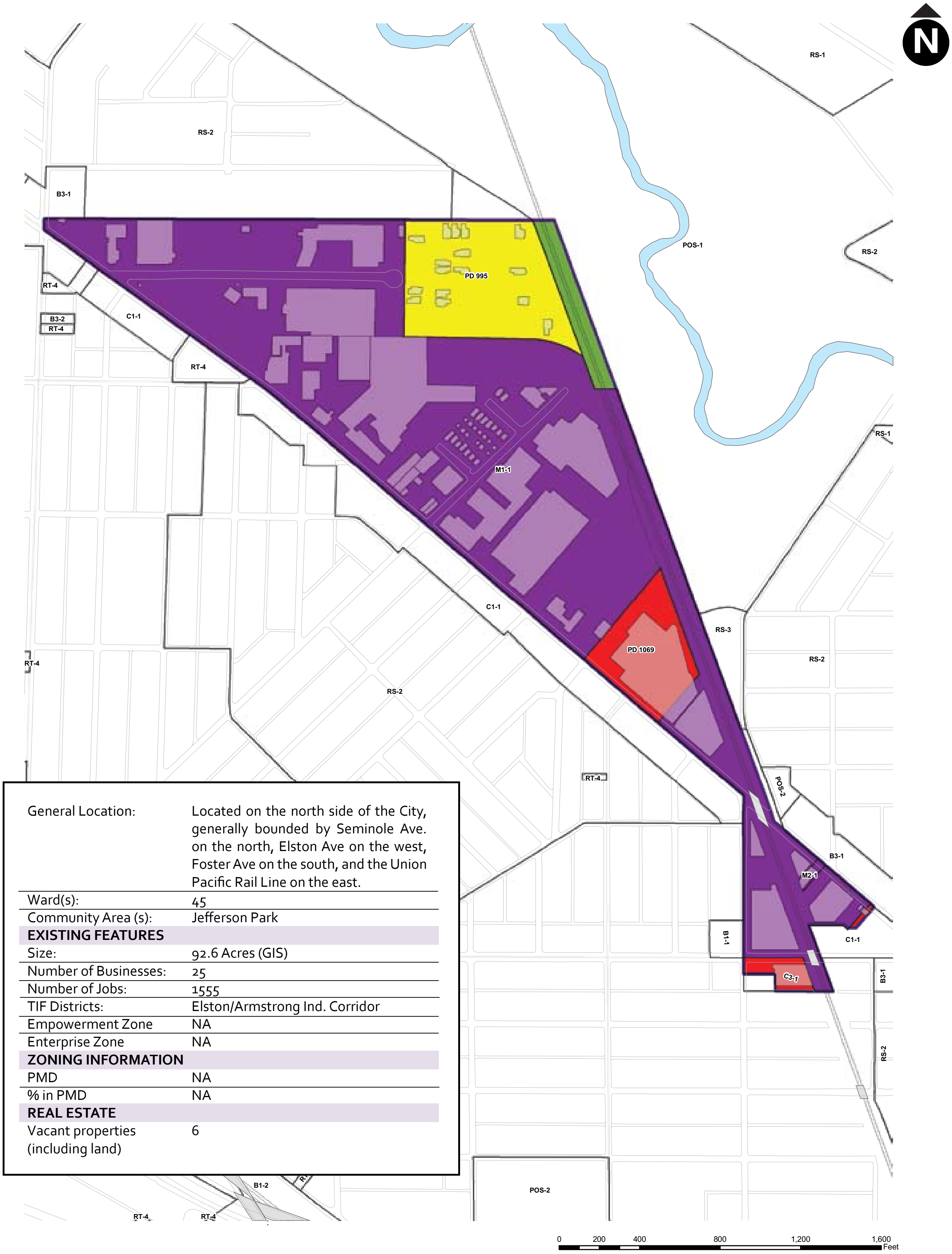

N
RS-3
PD 759
RT-4
RS-3
POS-1
RS-3
RS-2
RS-3
RS-2
M3-1
M3-3
M2-2
RS-3
RS-3
PD 1167
RS-3
PD 1160
RS-2
RS-2
C2-3
M3-3
PD 962
M1-1
RS-3
M2-1
PMD 6
POS-1
POS-3
M2-2
PD 8
PD 804
RS-2
RS-2
PMD 6
PD 495
M3-3
RS-2
POS-3
RS-3
RS-3
PD 1121
POS-1
M1-1
M3-2
M3-1
0
1,300
2,600
5,200
7,800
10,400
Feet

Industrial Corridor – Elston/Armstrong

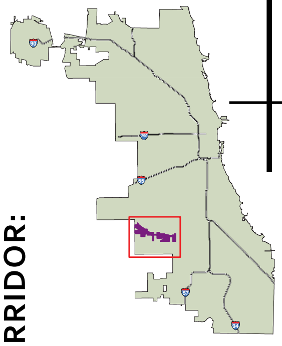
Land Use


W ROSEDALE AVE
W ARDMORE AVE
W ARMSTRONG AVE
W BRYN MAWR AVE
N CENTRAL AVE
W CATALPA AVE
N LUNA AVE
N LINDER AVE
N LOTUS AVE
N LONG AVE
N LYNCH AVE
W BALMORAL AVE
N LUDLAM AVE
N LIND AVE
N LIEB AVE
N LARNED AVE
N LIANO AVE
N LATROBE AVE
N ELSTON AVE
N ROGERS AVE
W BERWYN AVE
N LEAMINGTON AVE
N FOREST GLEN AVE
N LAWLER AVE
W CATALPA AVE
N LAWLER AVE
W FOSTER AVE
N LOCKWOOD AVE
W WINONA ST
N LOTUS AVE
N LONG AVE
W CARMEN AVE
N LARAMIE AVE
N LECLAIRE AVE
N LAVERGNE AVE
W WINNEMAC AVE
W ARGYLE ST
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

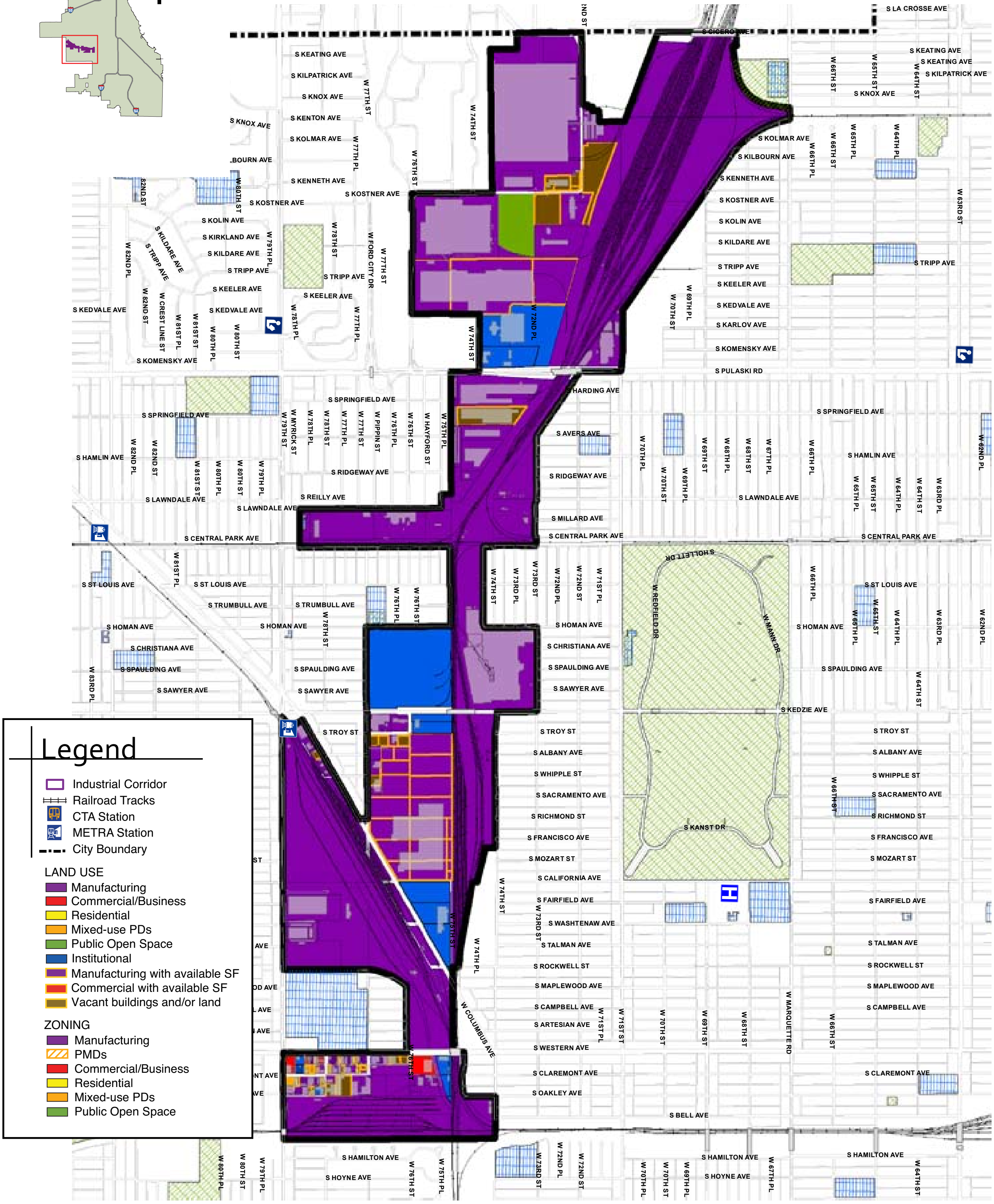

N
RS-1
RS-2
B3-1
POS-1
RS-2
RT-4
B3-2
RT-4
C1-1
PD 995
RT-4
RS-1
M1-1
C1-1
RS-3
PD 1069
RS-2
RT-4
RS-2
RT-4
POS-2
B3-1
M2-1
B1-1
C1-1
C3-1
B3-1
RS-2
B1-2
RT-4
RT-4
POS-2
0
200
400
800
1,200
1,600
Feet

General Location:	Located on the north side of the City, generally bounded by Seminole Ave. on the north, Elston Ave on the west, Foster Ave on the south, and the Union Pacific Rail Line on the east.
Ward(s):	45
Community Area (s):	Jefferson Park
EXISTING FEATURES	
Size:	92.6 Acres (GIS)
Number of Businesses:	25
Number of Jobs:	1555
TIF Districts:	Elston/Armstrong Ind. Corridor
Empowerment Zone	NA
Enterprise Zone	NA
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	6

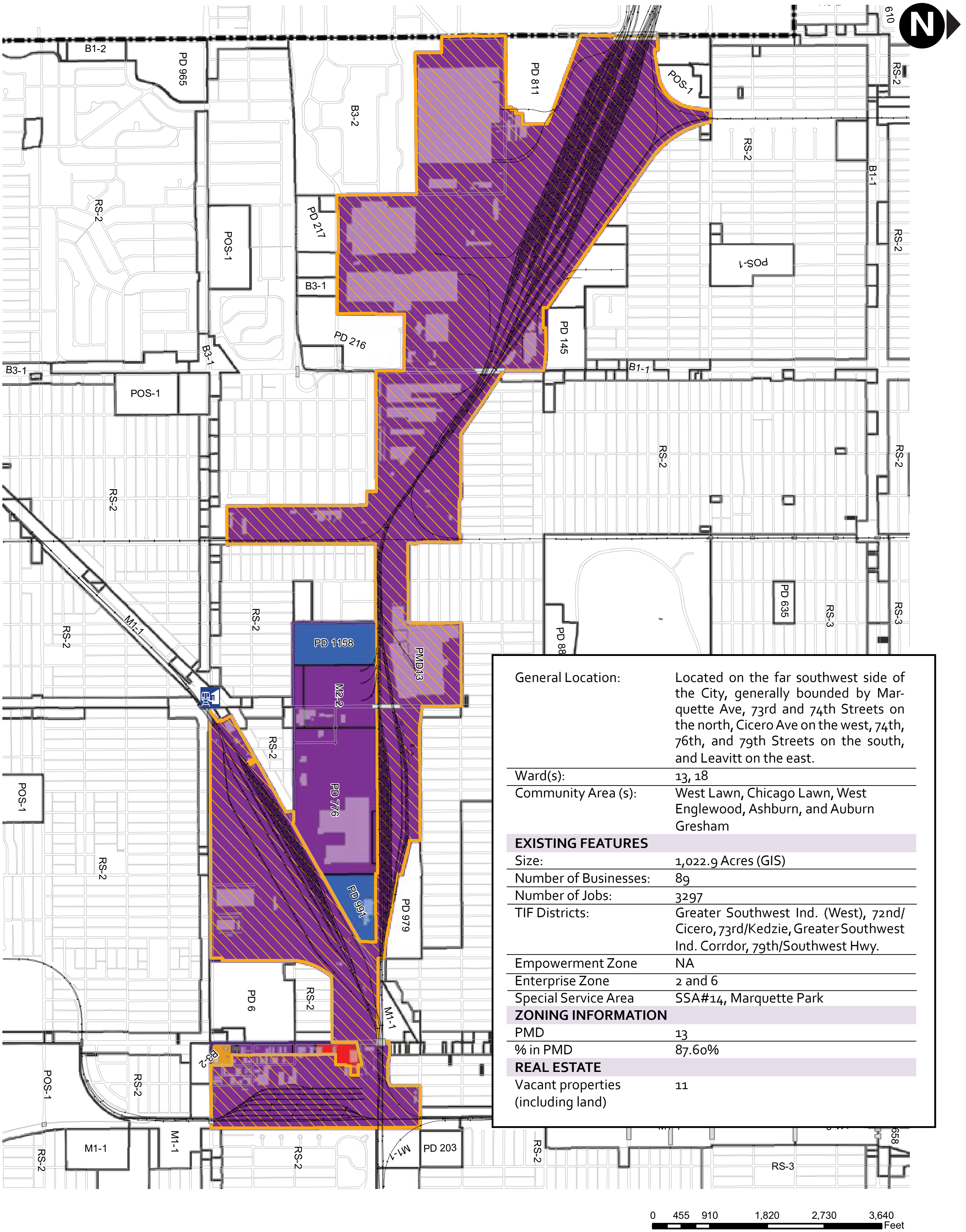


Industrial Corridor – Greater Southwest

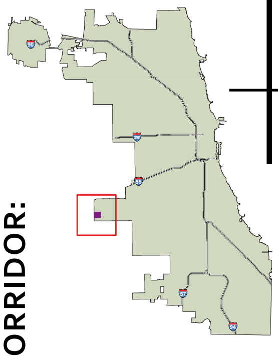
Land Use


Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
S CICERO AVE
S LA CROSSE AVE
S KEATING AVE
S KILPATRICK AVE
S KNOX AVE
S KENTON AVE
S KOLMAR AVE
S KILBOURN AVE
S KENNETH AVE
S KOSTNER AVE
S KOLIN AVE
S KIRKLAND AVE
S KILDARE AVE
S TRIPP AVE
S KEELER AVE
S KEDVALE AVE
S KARLOV AVE
S KOMENSKY AVE
S PULASKI RD
S CREST LINE ST
W FORD CITY DR
S HARDING AVE
S SPRINGFIELD AVE
S AVERS AVE
S HAMLIN AVE
S RIDGEWAY AVE
S REILLY AVE
S LAWNDALE AVE
S MILLARD AVE
S CENTRAL PARK AVE
S ST LOUIS AVE
S TRUMBULL AVE
S HOMAN AVE
S CHRISTIANA AVE
S SPAULDING AVE
S SAWYER AVE
S KEDZIE AVE
S HOLLETT DR
W REDFIELD DR
W MANN DR
S KANST DR
S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE
S TALMAN AVE
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S WESTERN AVE
W COLUMBUS AVE
S CLAREMONT AVE
S OAKLEY AVE
S BELL AVE
S HAMILTON AVE
S HOYNE AVE
W MARQUETTE RD
W 63RD ST
W 63RD PL
W 64TH ST
W 64TH PL
W 65TH ST
W 65TH PL
W 66TH ST
W 66TH PL
W 67TH ST
W 67TH PL
W 68TH ST
W 68TH PL
W 69TH ST
W 69TH PL
W 70TH ST
W 70TH PL
W 71ST ST
W 71ST PL
W 72ND ST
W 72ND PL
W 73RD ST
W 73RD PL
W 74TH ST
W 74TH PL
W 75TH ST
W 75TH PL
W 76TH ST
W 76TH PL
W 77TH ST
W 77TH PL
W 78TH ST
W 78TH PL
W 79TH ST
W 79TH PL
W 80TH ST
W 80TH PL
W 81ST ST
W 81ST PL
W 82ND ST
W 82ND PL
W 83RD PL
W HAYFORD ST
W PIPPIN ST
W MYRICK ST

Existing Zoning

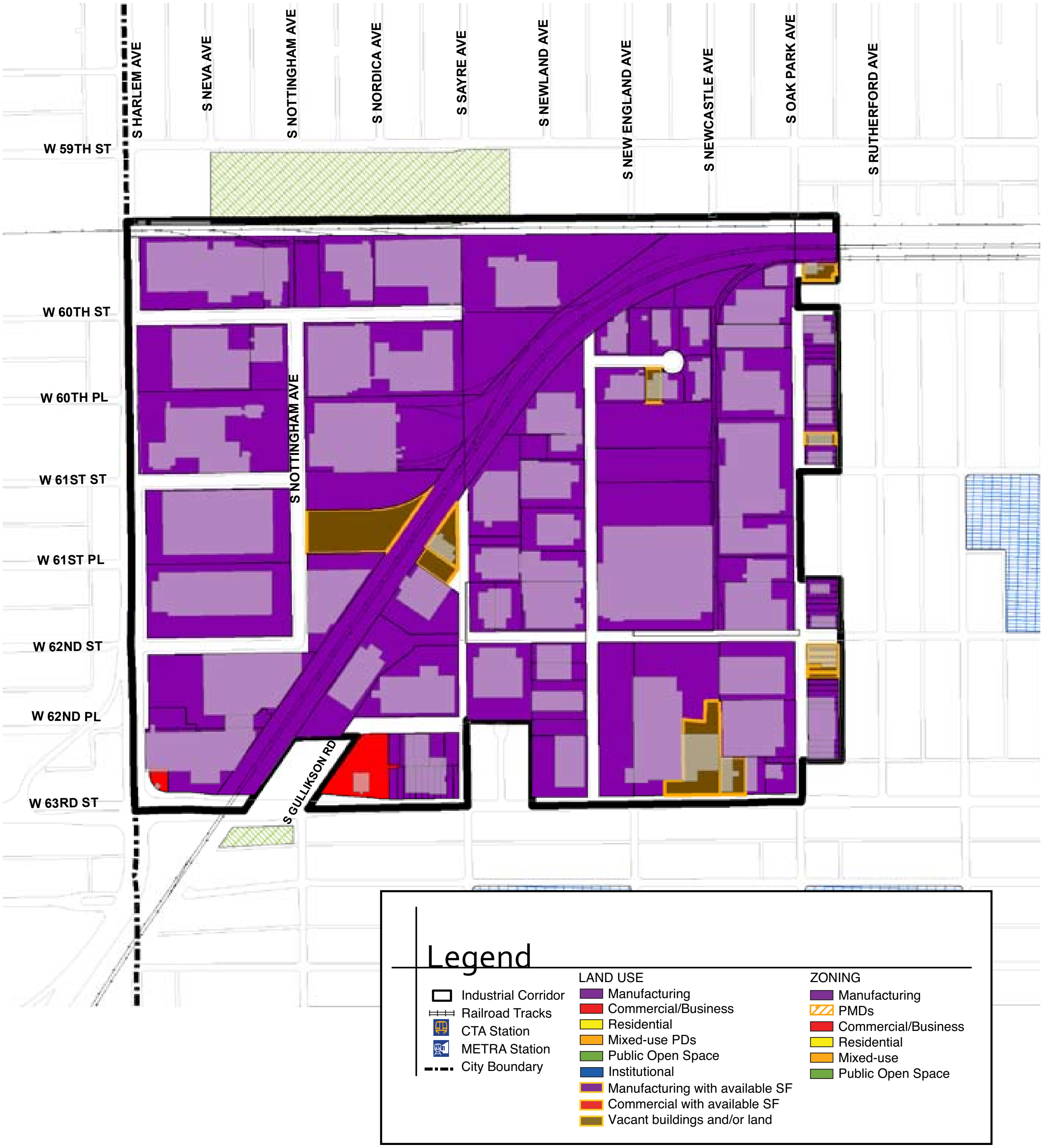

N
B1-2
PD 965
B3-2
PD 811
POS-1
RS-2
B1-1
RS-2
POS-1
PD 217
B3-1
POS-1
PD 216
PD 145
B3-1
B3-1
POS-1
B1-1
RS-2
RS-2
RS-2
RS-2
M1-1
RS-2
PD 1158
PMD13
PD 635
RS-3
RS-3
PD 88
M2-2
RS-2
POS-1
PD 776
RS-2
PD 991
PD 979
PD 6
RS-2
M1-1
B3-2
POS-1
RS-2
M1-1
M1-1
RS-2
M1-1
PD 203
RS-2
RS-3
RS-2
610
658
0
455
910
1,820
2,730
3,640
Feet

General Location:	Located on the far southwest side of the City, generally bounded by Marquette Ave, 73rd and 74th Streets on the north, Cicero Ave on the west, 74th, 76th, and 79th Streets on the south, and Leavitt on the east.
Ward(s):	13, 18
Community Area (s):	West Lawn, Chicago Lawn, West Englewood, Ashburn, and Auburn Gresham
EXISTING FEATURES	
Size:	1,022.9 Acres (GIS)
Number of Businesses:	89
Number of Jobs:	3297
TIF Districts:	Greater Southwest Ind. (West), 72nd/Cicero, 73rd/Kedzie, Greater Southwest Ind. Corrdor, 79th/Southwest Hwy.
Empowerment Zone	NA
Enterprise Zone	2 and 6
Special Service Area	SSA#14, Marquette Park
ZONING INFORMATION	
PMD	13
% in PMD	87.60%
REAL ESTATE	
Vacant properties (including land)	11

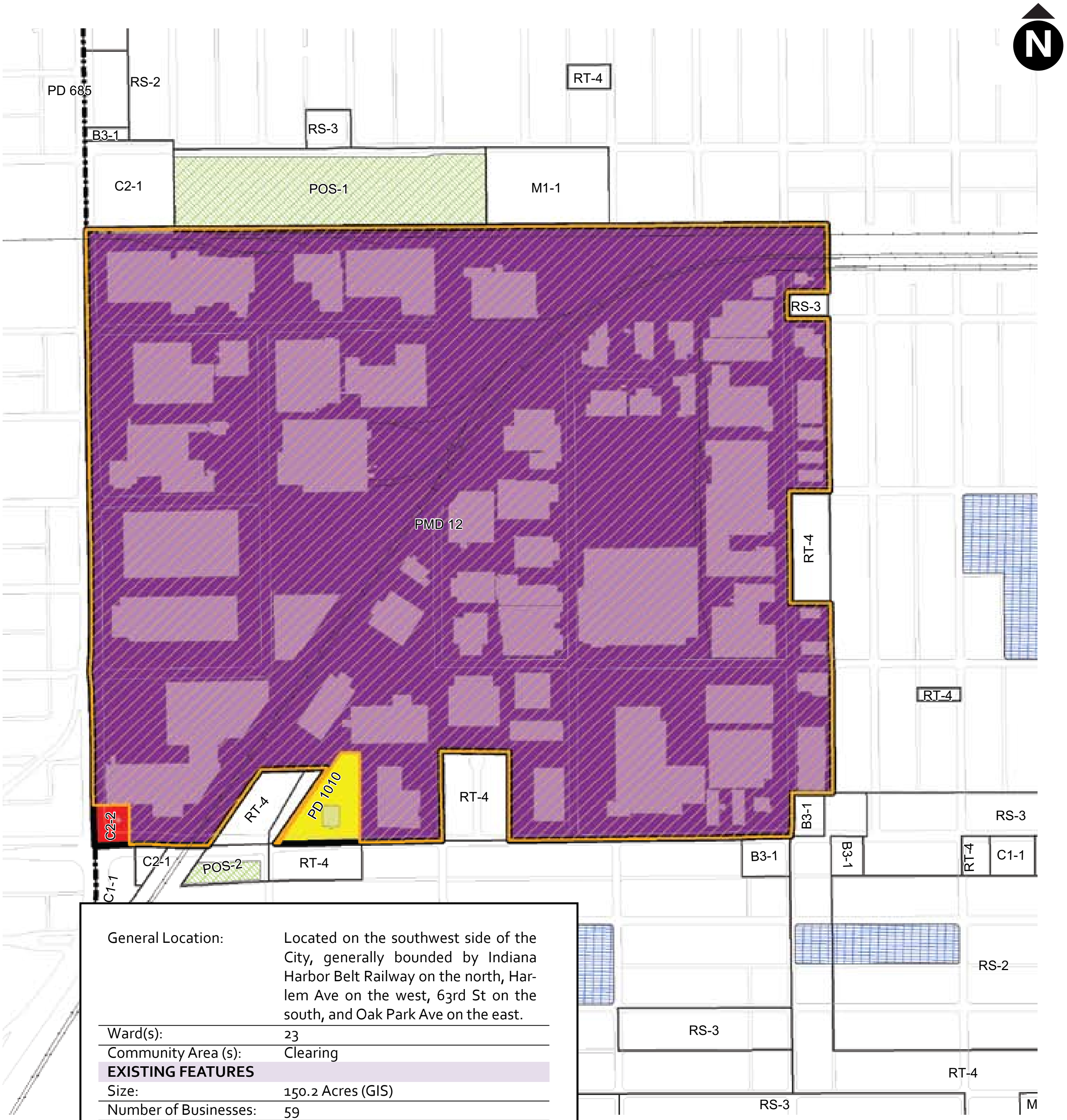


Industrial Corridor – Harlem

Land Use


S HARLEM AVE
S NEVA AVE
S NOTTINGHAM AVE
S NORDICA AVE
S SAYRE AVE
S NEWLAND AVE
S NEW ENGLAND AVE
S NEWCASTLE AVE
S OAK PARK AVE
S RUTHERFORD AVE
W 59TH ST
W 60TH ST
W 60TH PL
W 61ST ST
W 61ST PL
W 62ND ST
W 62ND PL
W 63RD ST
S NOTTINGHAM AVE
S GULLIKSON RD
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use
Public Open Space

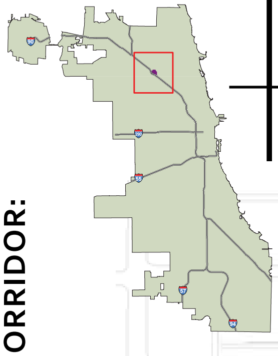
Existing Zoning

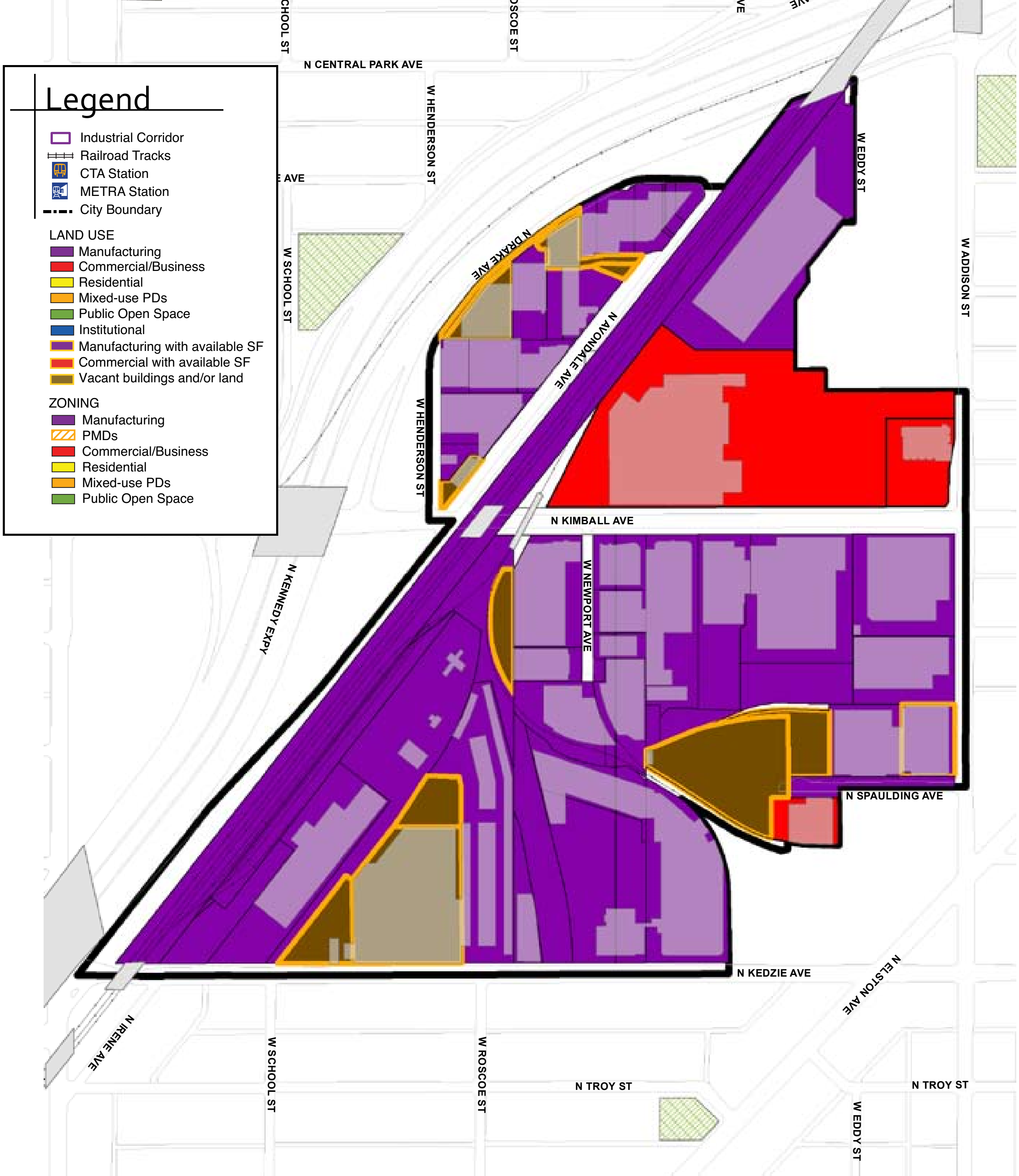

N
PD 685
RS-2
RT-4
RS-3
B3-1
C2-1
POS-1
M1-1
RS-3
PMD 12
RT-4
RT-4
RT-4
PD 1010
RT-4
C2-2
C2-1
POS-2
RT-4
C1-1
B3-1
B3-1
B3-1
RS-3
RT-4
C1-1
RS-2
RS-3
RT-4
RS-3
M

General Location:	Located on the southwest side of the City, generally bounded by Indiana Harbor Belt Railway on the north, Harlem Ave on the west, 63rd St on the south, and Oak Park Ave on the east.
Ward(s):	23
Community Area (s):	Clearing
EXISTING FEATURES	
Size:	150.2 Acres (GIS)
Number of Businesses:	59
Number of Jobs:	1341
TIF Districts:	Harlem Industrial Park Conservation Area,
Empowerment Zone	NA
Enterprise Zone	NA
ZONING INFORMATION	
PMD	12
% in PMD	98.90%
REAL ESTATE	
Vacant properties (including land)	7

Industrial Corridor – Kennedy

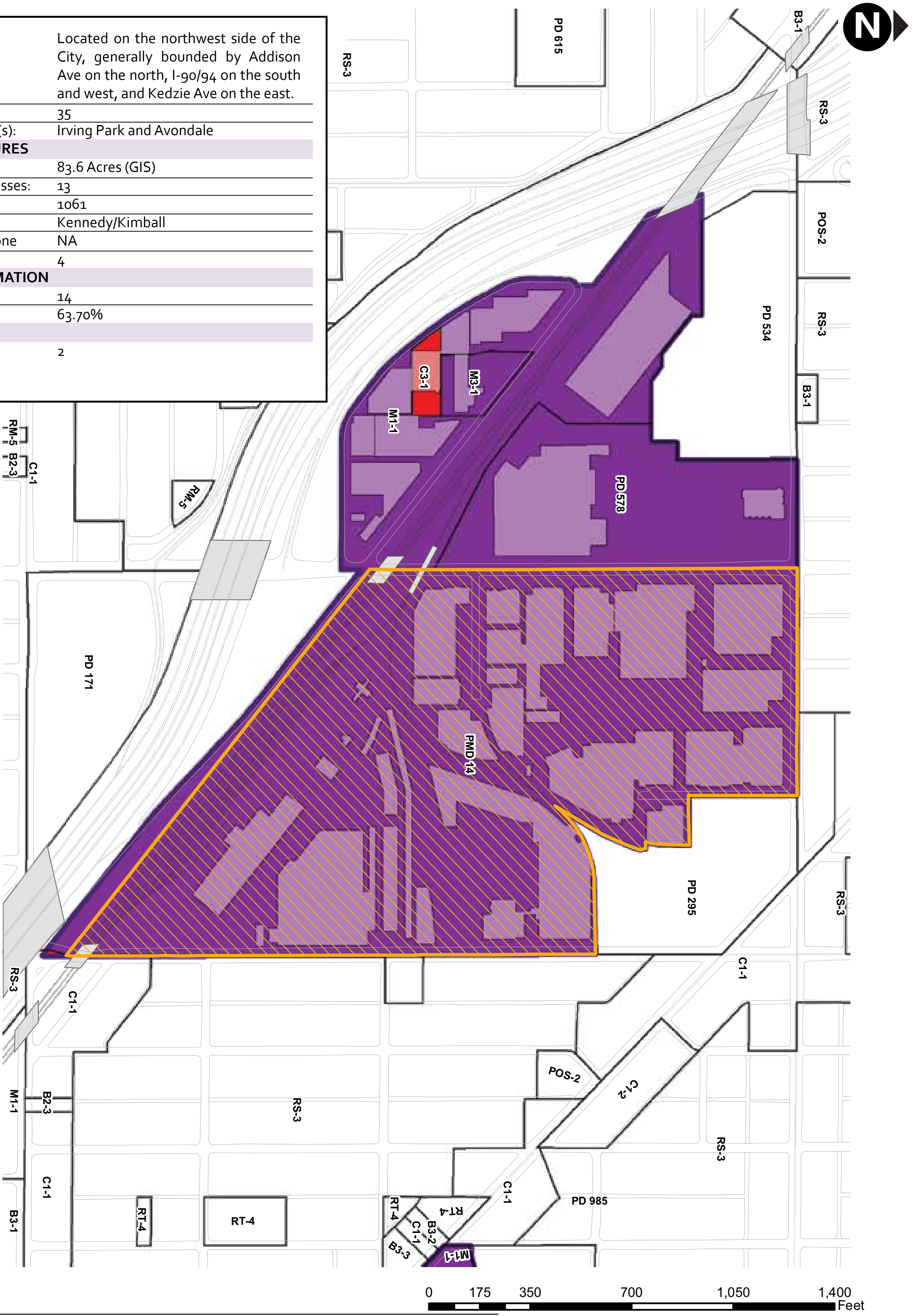
Land Use

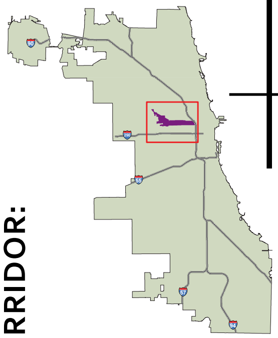



N MONTICELLO AVE
W SCHOOL ST
W ROSCOE ST
W CORNELIA AVE
W EDDY ST
N AVONDALE AVE
N CENTRAL PARK AVE
W HENDERSON ST
AVE
N DRAKE AVE
N AVONDALE AVE
W ADDISON ST
N KIMBALL AVE
N KENNEDY EXPY
W NEWPORT AVE
N SPAULDING AVE
N KEDZIE AVE
N ELSTON AVE
N IRENE AVE
N TROY ST
N TROY ST
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

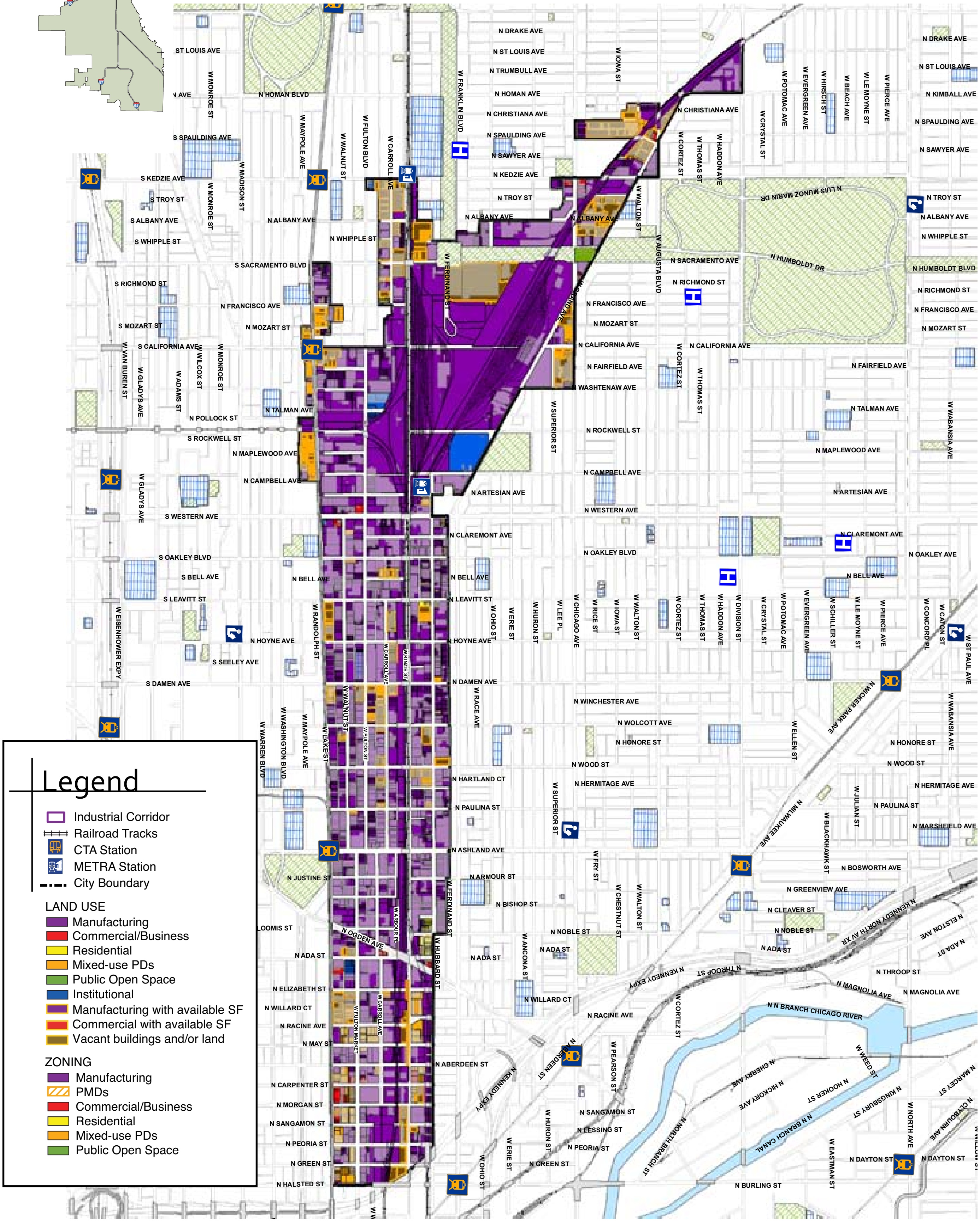
General Location:	Located on the northwest side of the City, generally bounded by Addison Ave on the north, I-90/94 on the south and west, and Kedzie Ave on the east.
Ward(s):	35
Community Area (s):	Irving Park and Avondale
EXISTING FEATURES	
Size:	83.6 Acres (GIS)
Number of Businesses:	13
Number of Jobs:	1061
TIF Districts:	Kennedy/Kimball
Empowerment Zone	NA
Enterprise Zone	4
ZONING INFORMATION	
PMD	14
% in PMD	63.70%
REAL ESTATE	
Vacant properties (including land)	2


N
RS-3
PD 615
B3-1
RS-3
POS-2
PD 534
RS-3
B3-1
C3-1
M3-1
M1-1
RM-5
B2-3
C1-1
RM-5
PD 578
PD 171
PMD 14
PD 295
RS-3
RS-3
C1-1
C1-1
POS-2
C1-2
M1-1
B2-3
RS-3
RS-3
C1-1
PD 985
B3-1
RT-4
RT-4
RT-4
RT-4
B3-2
C1-1
B3-3
M1-1
0
175
350
700
1,050
1,400
Feet

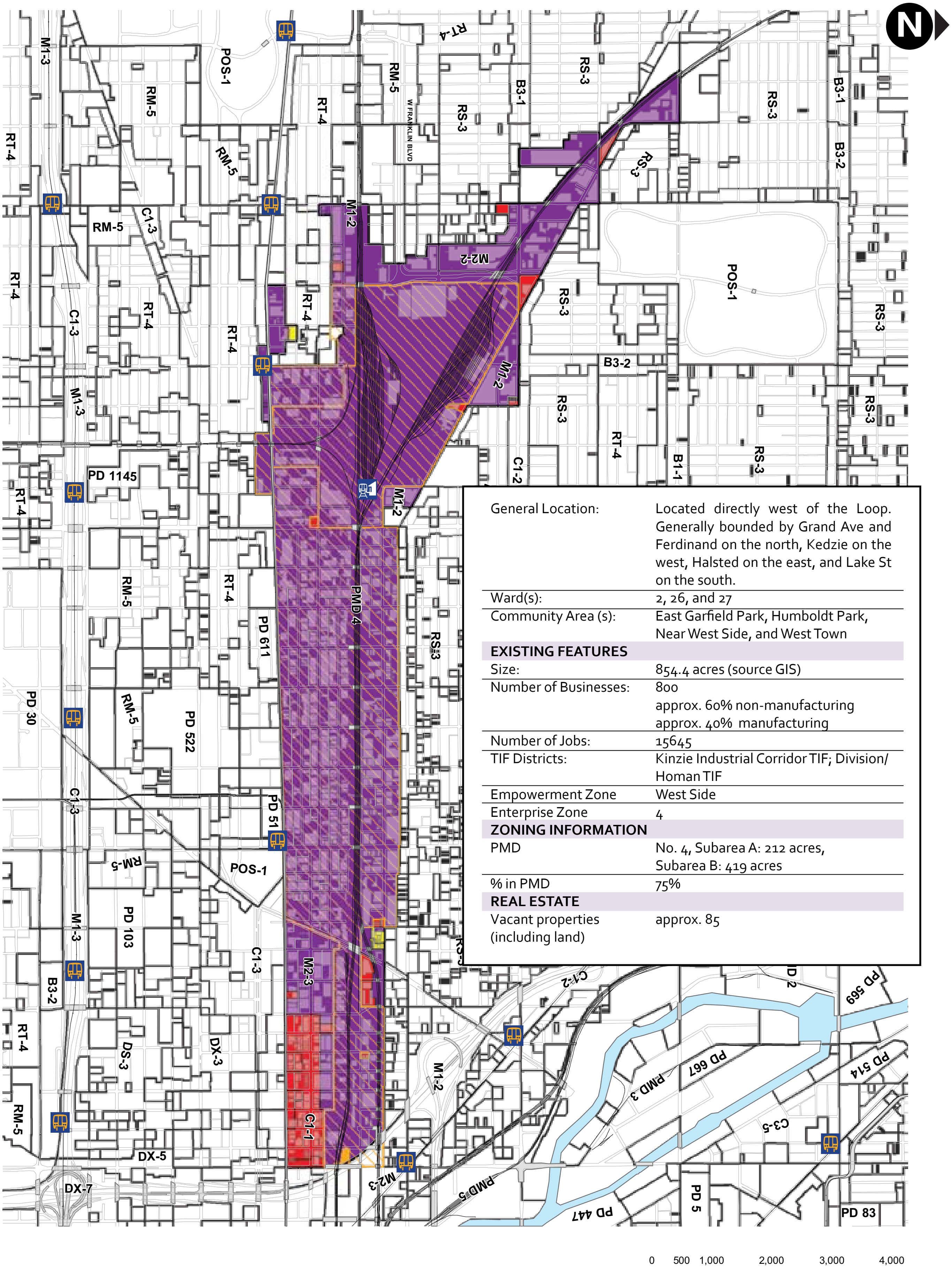


Industrial Corridor – Kinzie

Land Use


Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
🟪 Manufacturing
🟥 Commercial/Business
🟨 Residential
🟧 Mixed-use PDs
🟩 Public Open Space
🟦 Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
🟪 Manufacturing
▨ PMDs
🟥 Commercial/Business
🟨 Residential
🟧 Mixed-use PDs
🟩 Public Open Space
N DRAKE AVE
N ST LOUIS AVE
N TRUMBULL AVE
N HOMAN AVE
N CHRISTIANA AVE
N SPAULDING AVE
N SAWYER AVE
N KEDZIE AVE
N TROY ST
N ALBANY AVE
N WHIPPLE ST
N SACRAMENTO AVE
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
N FAIRFIELD AVE
WASHTENAW AVE
N TALMAN AVE
N ROCKWELL ST
N MAPLEWOOD AVE
N CAMPBELL AVE
N ARTESIAN AVE
N WESTERN AVE
N CLAREMONT AVE
N OAKLEY BLVD
N OAKLEY AVE
N BELL AVE
N LEAVITT ST
N HOYNE AVE
N DAMEN AVE
N WINCHESTER AVE
N WOLCOTT AVE
N HONORE ST
N WOOD ST
N HERMITAGE AVE
N HARTLAND CT
N PAULINA ST
N MARSHFIELD AVE
N ASHLAND AVE
N ARMOUR ST
N BISHOP ST
N BOSWORTH AVE
N GREENVIEW AVE
N CLEAVER ST
N NOBLE ST
N ADA ST
N JUSTINE ST
LOOMIS ST
N ELIZABETH ST
N WILLARD CT
N RACINE AVE
N MAY ST
N ABERDEEN ST
N CARPENTER ST
N MORGAN ST
N SANGAMON ST
N PEORIA ST
N GREEN ST
N HALSTED ST
N LESSING ST
N THROOP ST
N MAGNOLIA AVE
N ELSTON AVE
N BRANCH CHICAGO RIVER
N BRANCH CANAL
N NORTH BRANCH ST
N CHERRY AVE
N HICKORY AVE
N HOOKER ST
N KINGSBURY ST
N MARCEY ST
N CLYBOURN AVE
N DAYTON ST
N BURLING ST
N KENNEDY EXPY
N MILWAUKEE AVE
N WICKER PARK AVE
N OGDEN AVE
N HUMBOLDT DR
N HUMBOLDT BLVD
N LUIS MUNOZ MARIN DR
N KIMBALL AVE
S KEDZIE AVE
S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO BLVD
S RICHMOND ST
S MOZART ST
S CALIFORNIA AVE
S ROCKWELL ST
S WESTERN AVE
S OAKLEY BLVD
S BELL AVE
S LEAVITT ST
S SEELEY AVE
S DAMEN AVE
S SPAULDING AVE
ST LOUIS AVE
N HOMAN BLVD
N POLLOCK ST
W MONROE ST
W MADISON ST
W MAYPOLE AVE
W WALNUT ST
W FULTON BLVD
W CARROLL AVE
W FRANKLIN BLVD
W FERDINAND ST
W IOWA ST
W WALTON ST
W AUGUSTA BLVD
W CORTEZ ST
W THOMAS ST
W HADDON AVE
W CRYSTAL ST
W POTOMAC AVE
W EVERGREEN AVE
W HIRSCH ST
W BEACH AVE
W LE MOYNE ST
W PIERCE AVE
W SUPERIOR ST
W VAN BUREN ST
W GLADYS AVE
W ADAMS ST
W WILCOX ST
W EISENHOWER EXPY
W WARREN BLVD
W WASHINGTON BLVD
W LAKE ST
W RANDOLPH ST
W KINZIE ST
W FULTON ST
W HUBBARD ST
W OHIO ST
W ERIE ST
W HURON ST
W LEE PL
W CHICAGO AVE
W RICE ST
W DIVISION ST
W SCHILLER ST
W CONCORD PL
W CATON ST
W ST PAUL AVE
W WABANSIA AVE
W RACE AVE
W ELLEN ST
W BLACKHAWK ST
W JULIAN ST
W FRY ST
W CHESTNUT ST
W ANCONA ST
W PEARSON ST
W WEED ST
W NORTH AVE
W EASTMAN ST
W ARBOUR PL
W FULTON MARKET
N KENNEDY NORTH AV XR

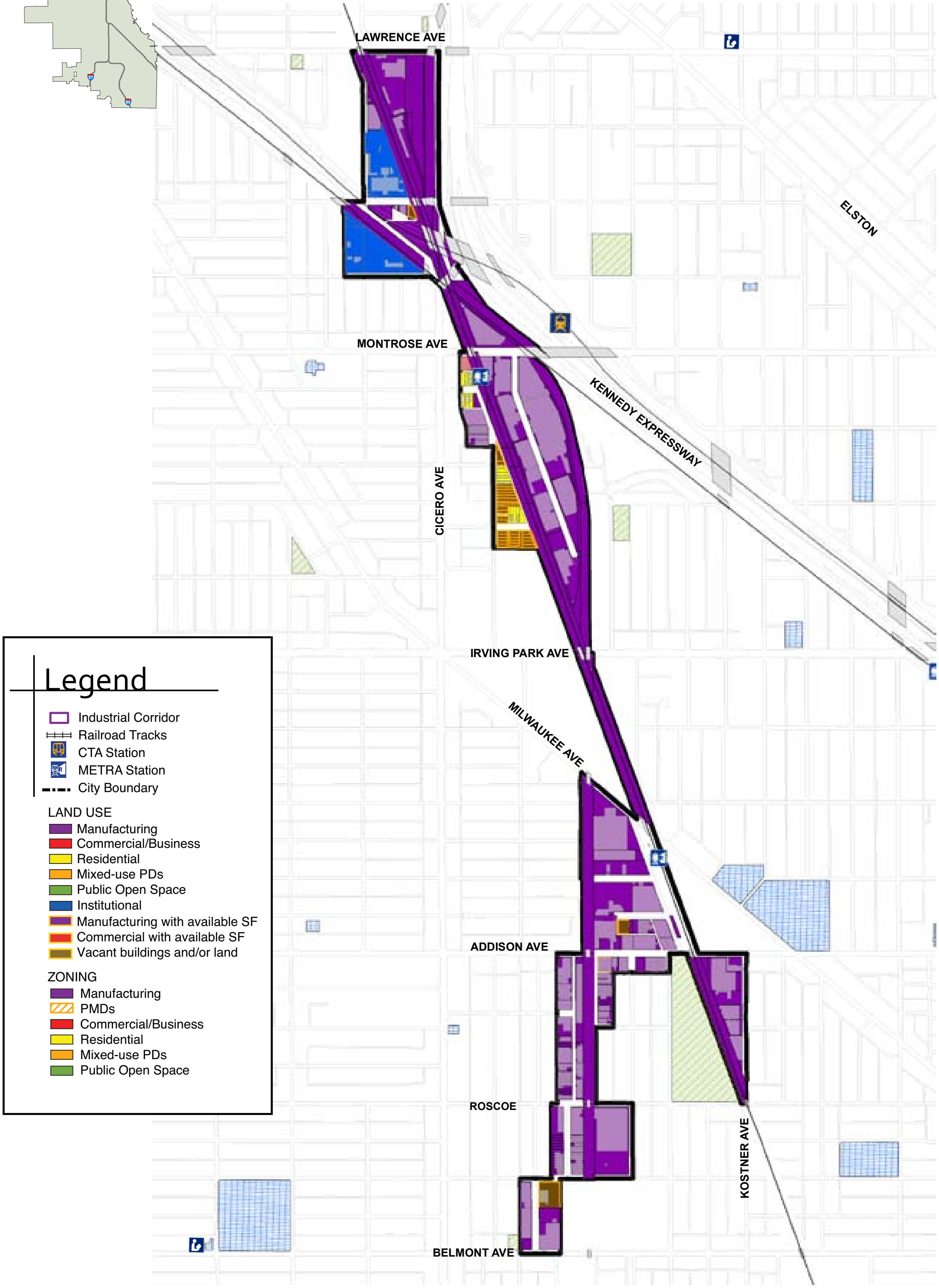
Existing Zoning


N
RT-4
M1-3
POS-1
RM-5
RT-4
RM-5
W FRANKLIN BLVD
RS-3
B3-1
RS-3
RS-3
B3-1
B3-2
RM-5
RM-5
C1-3
M1-2
M2-2
RS-3
POS-1
RT-4
C1-3
RT-4
RT-4
RT-4
RS-3
M1-2
B3-2
RS-3
M1-3
RS-3
RT-4
RS-3
B1-1
RS-3
C1-2
PD 1145
RT-4
M1-2
RM-5
RT-4
PMD 4
PD 611
RS-3
PD 30
RM-5
PD 522
C1-3
PD 51
RM-5
POS-1
M1-3
PD 103
C1-3
M2-3
B3-2
C1-2
PD 569
RT-4
DS-3
DX-3
M1-2
PMD 3
PD 667
PD 514
RM-5
C1-1
C3-5
DX-5
DX-7
M2-3
PMD 5
PD 447
PD 5
PD 83
0
500
1,000
2,000
3,000
4,000

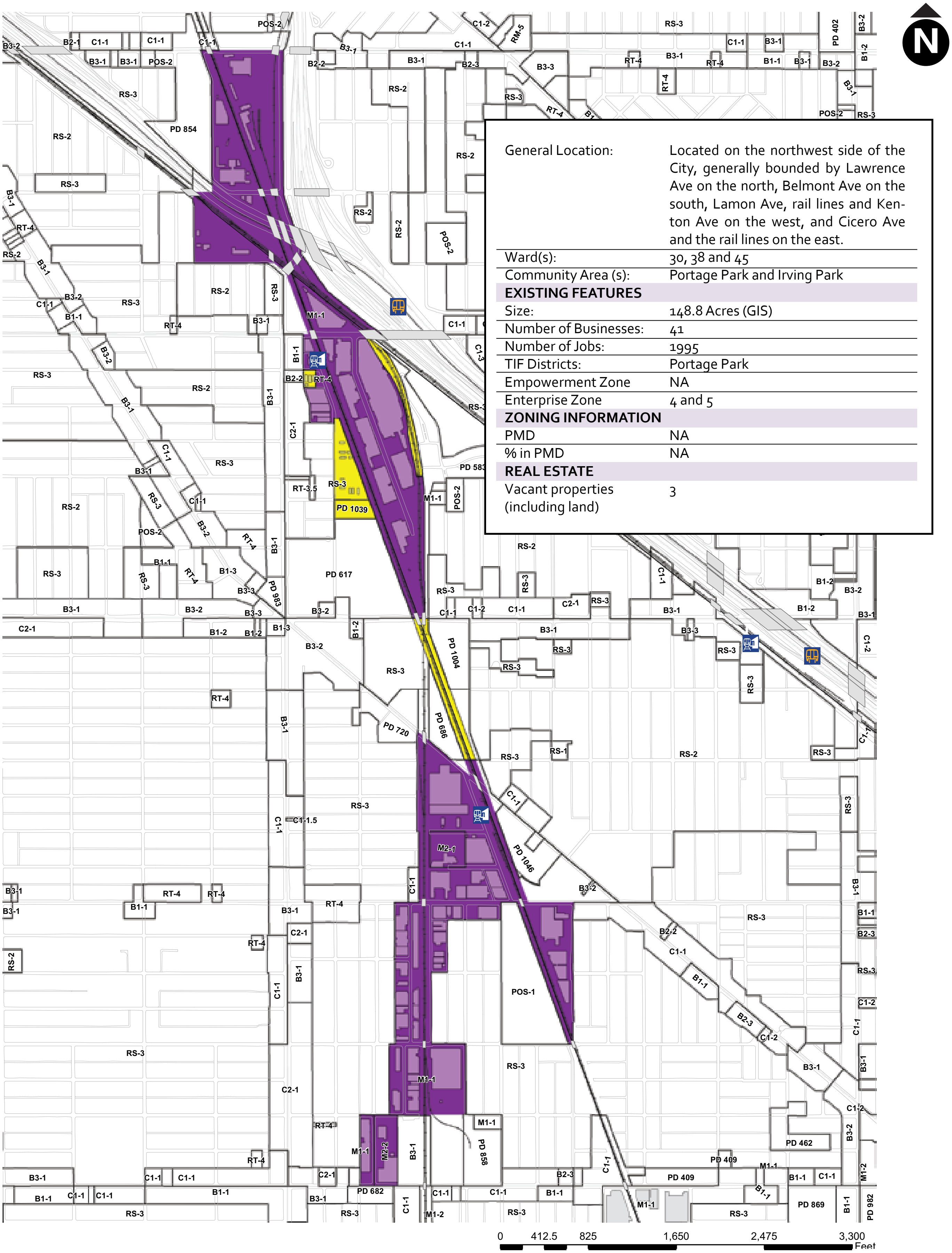
General Location:	Located directly west of the Loop. Generally bounded by Grand Ave and Ferdinand on the north, Kedzie on the west, Halsted on the east, and Lake St on the south.
Ward(s):	2, 26, and 27
Community Area (s):	East Garfield Park, Humboldt Park, Near West Side, and West Town
EXISTING FEATURES	
Size:	854.4 acres (source GIS)
Number of Businesses:	800 approx. 60% non-manufacturing approx. 40% manufacturing
Number of Jobs:	15645
TIF Districts:	Kinzie Industrial Corridor TIF; Division/ Homan TIF
Empowerment Zone	West Side
Enterprise Zone	4
ZONING INFORMATION	
PMD	No. 4, Subarea A: 212 acres, Subarea B: 419 acres
% in PMD	75%
REAL ESTATE	
Vacant properties (including land)	approx. 85

Industrial Corridor – Knox

Land Use


LAWRENCE AVE
ELSTON
MONTROSE AVE
KENNEDY EXPRESSWAY
CICERO AVE
IRVING PARK AVE
MILWAUKEE AVE
ADDISON AVE
ROSCOE
KOSTNER AVE
BELMONT AVE
Legend
▭ Industrial Corridor
┼┼┼ Railroad Tracks
CTA Station
METRA Station
-·- City Boundary
LAND USE
🟪 Manufacturing
🟥 Commercial/Business
🟨 Residential
🟧 Mixed-use PDs
🟩 Public Open Space
🟦 Institutional
🟪 Manufacturing with available SF
🟥 Commercial with available SF
🟫 Vacant buildings and/or land
ZONING
🟪 Manufacturing
▨ PMDs
🟥 Commercial/Business
🟨 Residential
🟧 Mixed-use PDs
🟩 Public Open Space

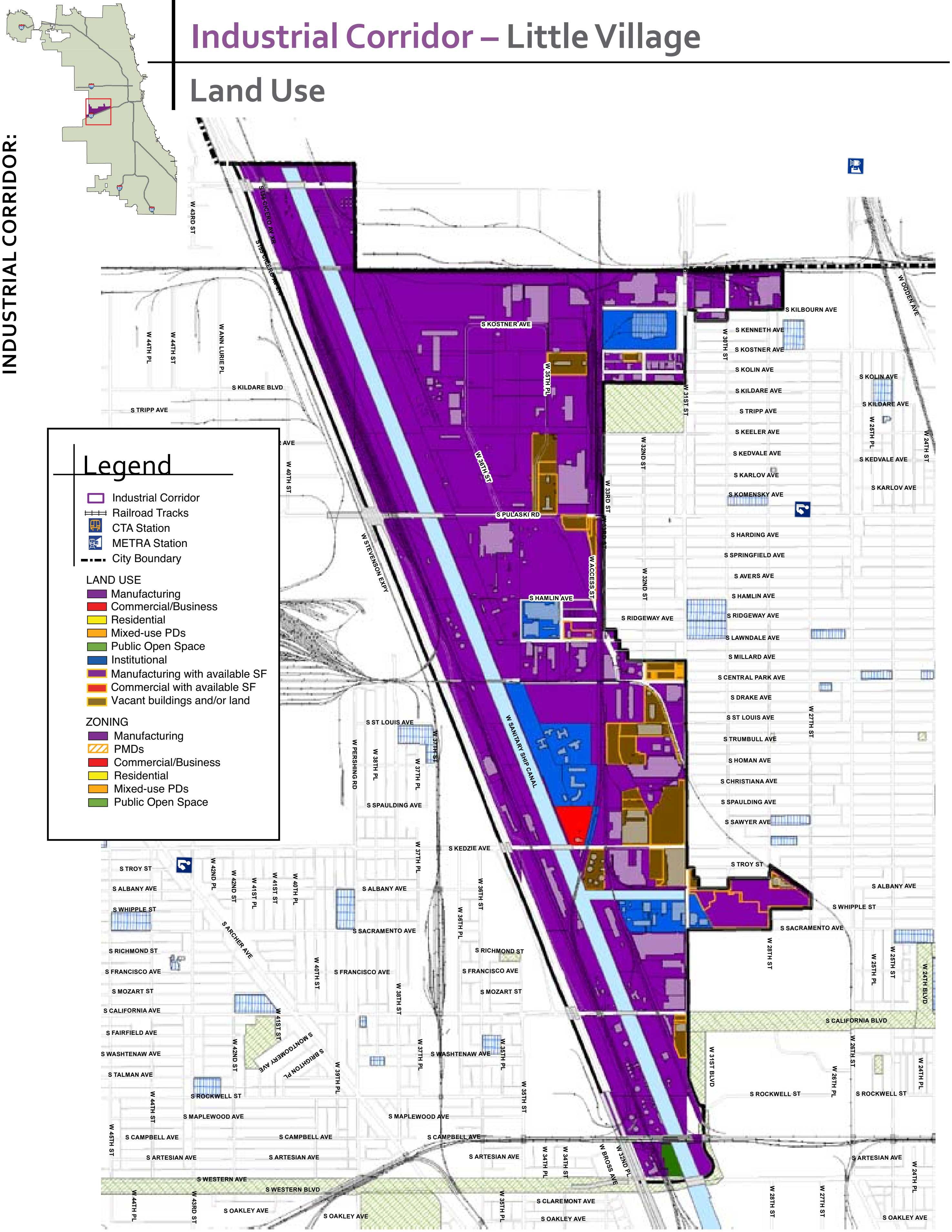
Existing Zoning


N
POS-2
C1-2
RM-5
RS-3
PD 402
B3-2
B2-1
C1-1
B3-1
POS-2
B2-2
B2-3
B3-3
RT-4
B1-1
B1-2
RS-2
PD 854
RS-2
RS-3
POS-2
RT-4
B3-2
M1-1
B2-2
RT-4
C2-1
RT-3.5
RS-3
PD 1039
PD 583
M1-1
PD 617
PD 983
B3-3
B1-3
B1-2
PD 1004
PD 686
PD 720
C1-1.5
M2-1
PD 1046
POS-1
RS-1
B2-3
C1-2
PD 462
PD 409
PD 858
PD 682
PD 869
PD 982
M1-2
M2-2
0
412.5
825
1,650
2,475
3,300
Feet

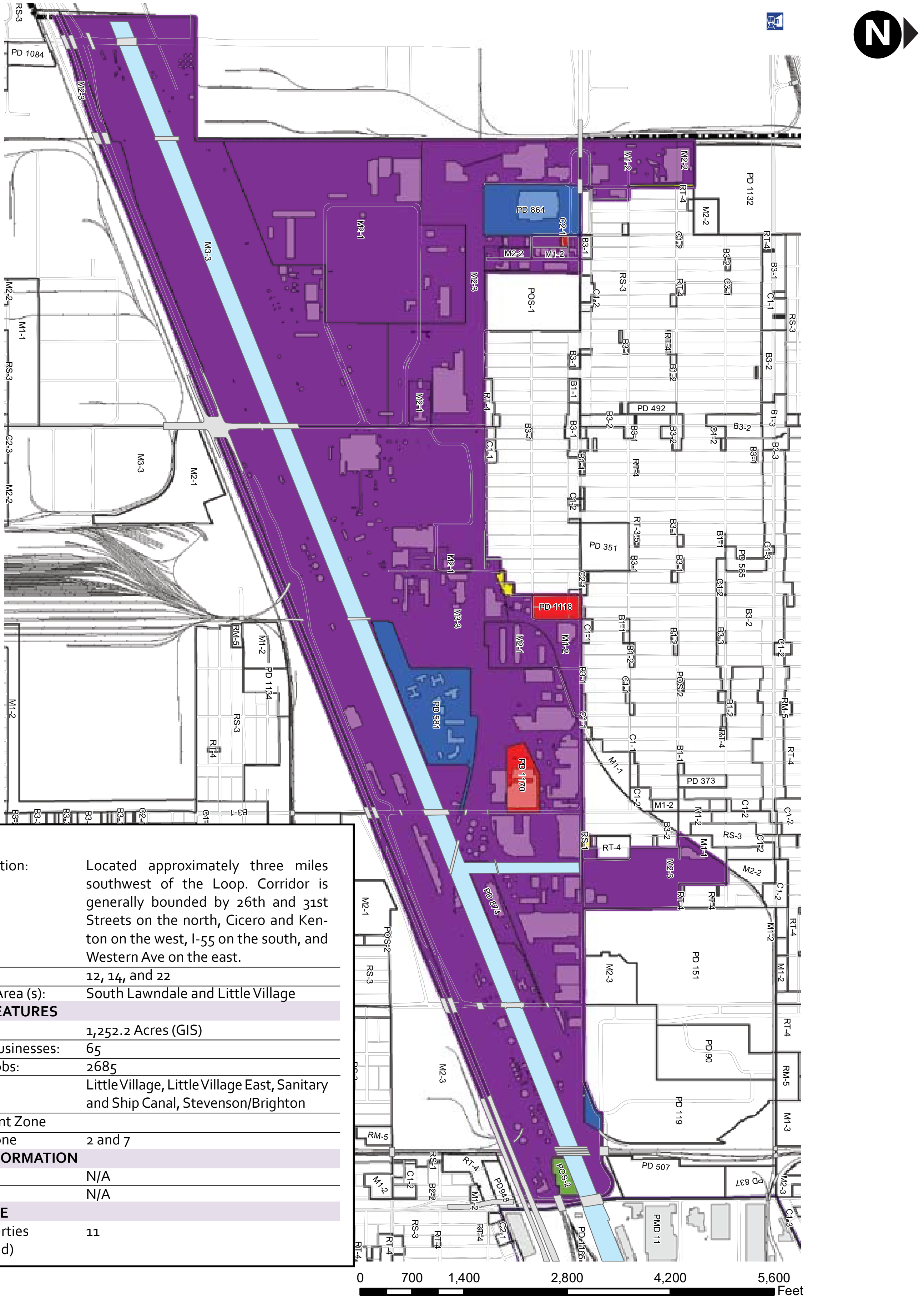
General Location:	Located on the northwest side of the City, generally bounded by Lawrence Ave on the north, Belmont Ave on the south, Lamon Ave, rail lines and Kenton Ave on the west, and Cicero Ave and the rail lines on the east.
Ward(s):	30, 38 and 45
Community Area (s):	Portage Park and Irving Park
EXISTING FEATURES	
Size:	148.8 Acres (GIS)
Number of Businesses:	41
Number of Jobs:	1995
TIF Districts:	Portage Park
Empowerment Zone	NA
Enterprise Zone	4 and 5
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	3

Industrial Corridor – Little Village

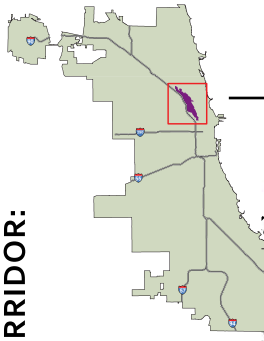
Land Use


Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
S KOSTNER AVE
S KILDARE BLVD
S TRIPP AVE
S PULASKI RD
S HAMLIN AVE
W STEVENSON EXPY
W SANITARY SHIP CANAL
S KEDZIE AVE
S ST LOUIS AVE
S SPAULDING AVE
S CALIFORNIA BLVD
S WESTERN BLVD
S ARCHER AVE
S KILBOURN AVE
S KENNETH AVE
S KOLIN AVE
S KILDARE AVE
S KEELER AVE
S KEDVALE AVE
S KARLOV AVE
S KOMENSKY AVE
S HARDING AVE
S SPRINGFIELD AVE
S AVERS AVE
S RIDGEWAY AVE
S LAWNDALE AVE
S MILLARD AVE
S CENTRAL PARK AVE
S DRAKE AVE
S TRUMBULL AVE
S HOMAN AVE
S CHRISTIANA AVE
S SAWYER AVE
S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE
S TALMAN AVE
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S WESTERN AVE
S OAKLEY AVE
S CLAREMONT AVE
S MONTGOMERY AVE
S BRIGHTON PL
W OGDEN AVE
W 24TH BLVD
W 31ST BLVD
W 31ST ST
W 32ND ST
W 33RD ST
W 35TH PL
W 36TH ST
W 37TH ST
W 38TH ST
W 40TH ST
W 43RD ST
W 44TH ST
W 44TH PL
W BROSS AVE
W 32ND PL
W ACCESS ST

Existing Zoning

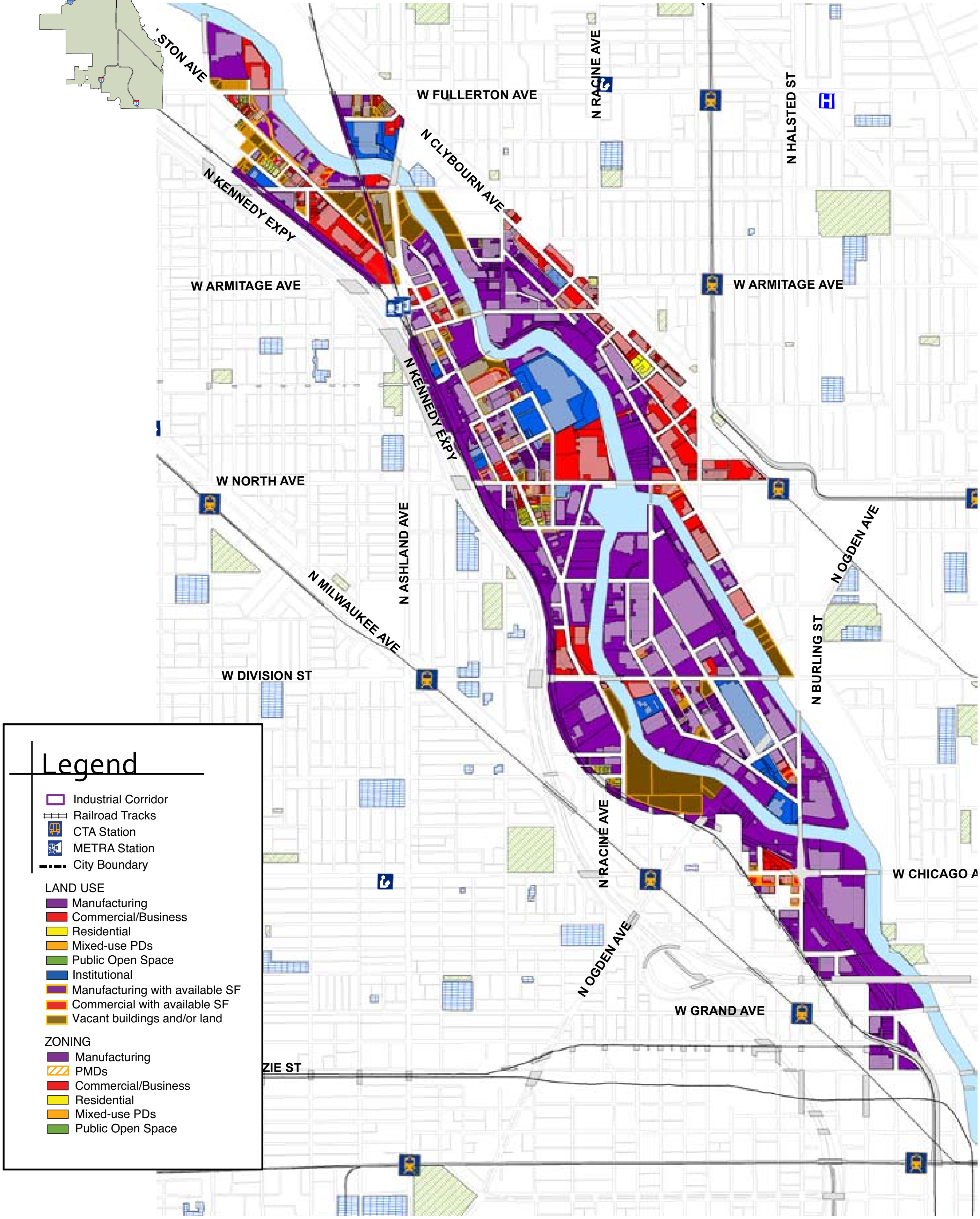

N
PD 1084
M2-3
M3-3
M2-1
M1-2
M2-2
PD 864
C2-1
B3-1
POS-1
RS-3
PD 1132
PD 492
PD 351
PD 565
PD 1118
M1-2
PD 1134
PD 581
PD 1170
PD 373
RT-4
M1-1
C1-2
PD 874
PD 151
PD 90
PD 119
PD 507
PD 837
POS-2
PD 948
PMD 11
PD 1165
RM-5
0
700
1,400
2,800
4,200
5,600
Feet

General Location:	Located approximately three miles southwest of the Loop. Corridor is generally bounded by 26th and 31st Streets on the north, Cicero and Kenton on the west, I-55 on the south, and Western Ave on the east.
Ward(s):	12, 14, and 22
Community Area (s):	South Lawndale and Little Village
EXISTING FEATURES	
Size:	1,252.2 Acres (GIS)
Number of Businesses:	65
Number of Jobs:	2685
TIF Districts:	Little Village, Little Village East, Sanitary and Ship Canal, Stevenson/Brighton
Empowerment Zone	
Enterprise Zone	2 and 7
ZONING INFORMATION	
PMD	N/A
% in PMD	N/A
REAL ESTATE	
Vacant properties (including land)	11

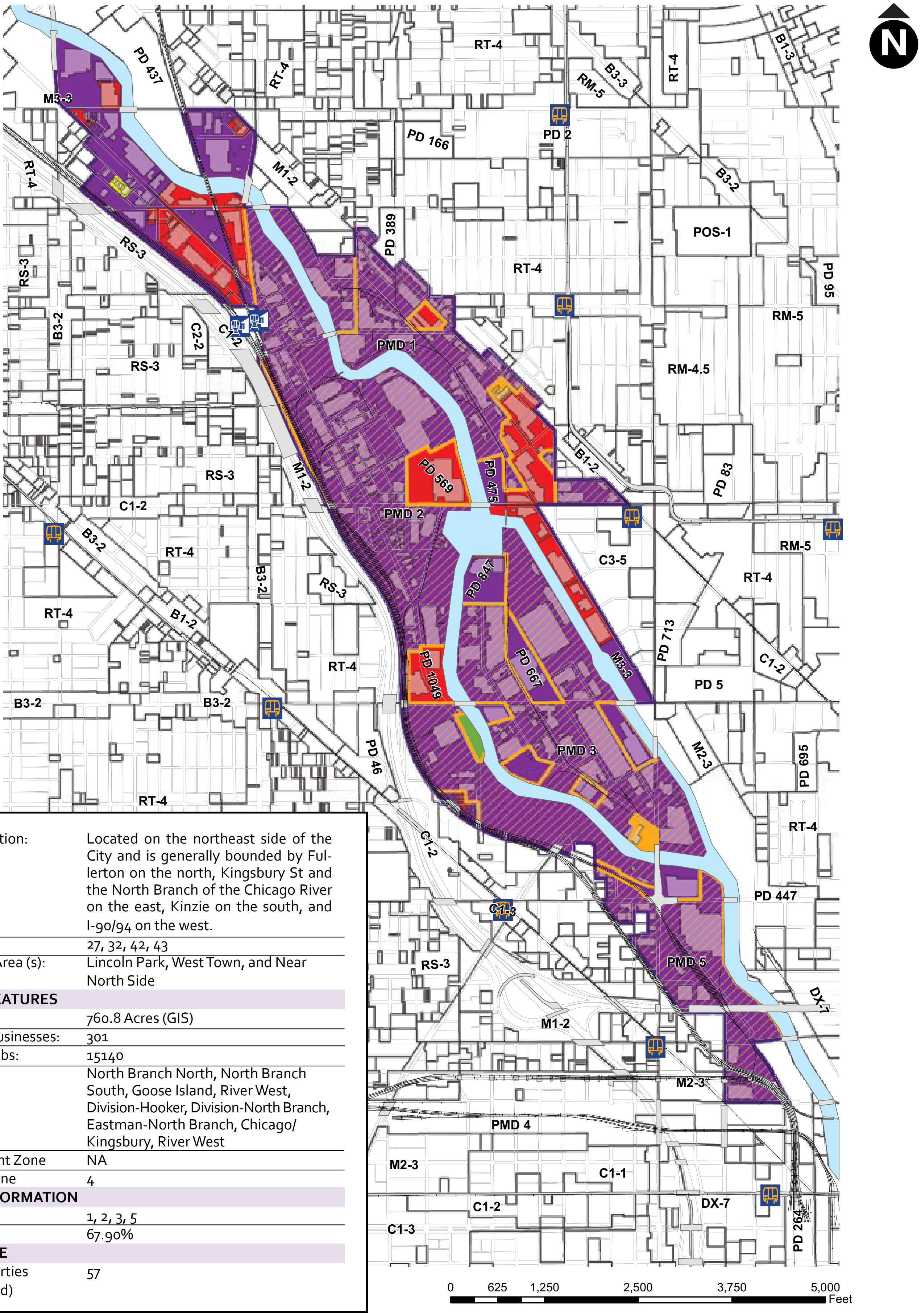


Industrial Corridor – North Branch

Land Use


STON AVE
W FULLERTON AVE
N RACINE AVE
N HALSTED ST
N CLYBOURN AVE
N KENNEDY EXPY
W ARMITAGE AVE
W ARMITAGE AVE
N KENNEDY EXPY
W NORTH AVE
N ASHLAND AVE
N OGDEN AVE
N MILWAUKEE AVE
N BURLING ST
W DIVISION ST
N RACINE AVE
W CHICAGO A
N OGDEN AVE
W GRAND AVE
ZIE ST
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

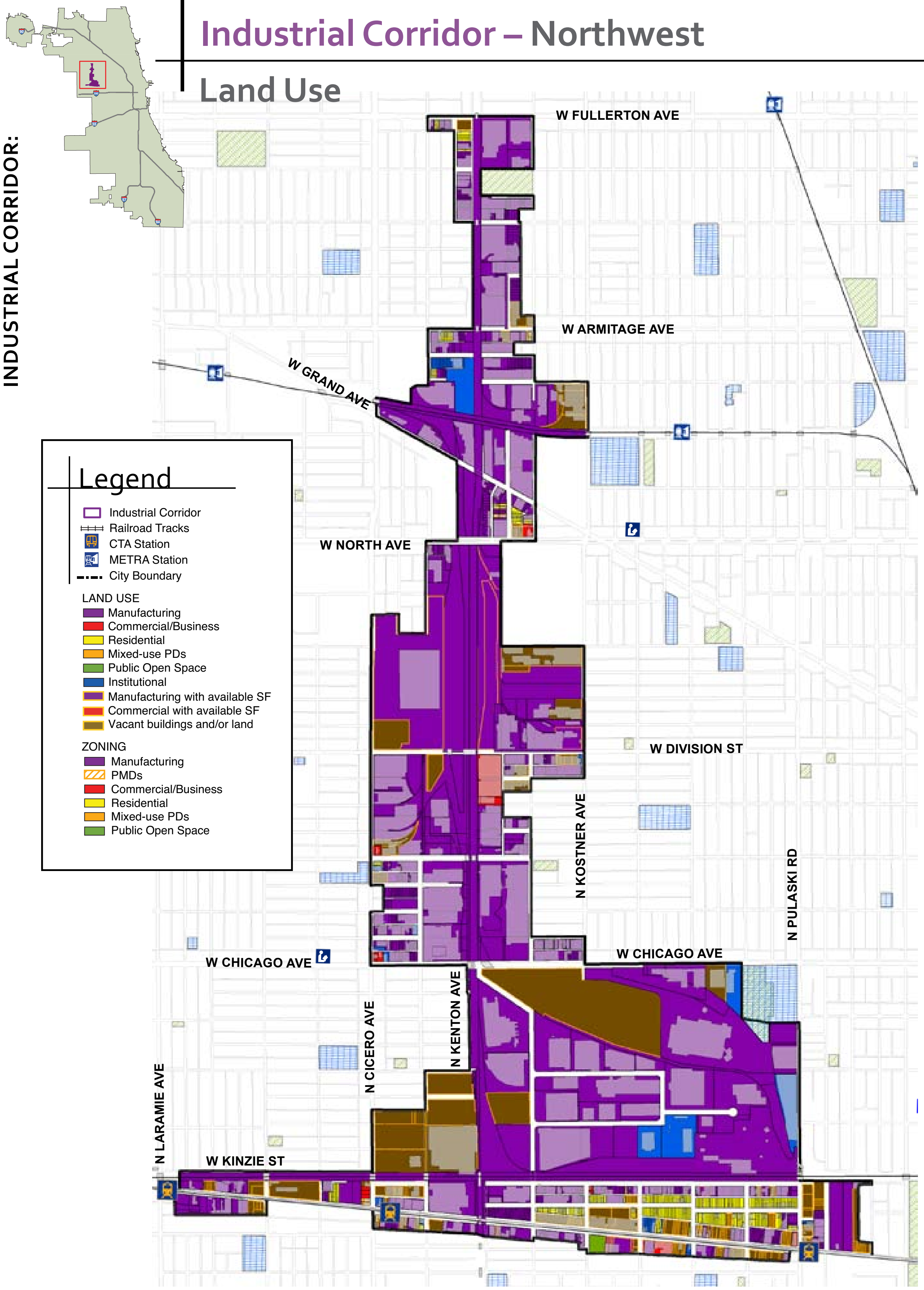
Existing Zoning


N
M3-3
PD 437
RT-4
RT-4
RM-5
B3-3
RT-4
B1-3
PD 166
PD 2
M1-2
RT-4
B3-2
POS-1
PD 389
RS-3
RT-4
RS-3
PD 95
B3-2
C2-2
C1-2
RM-5
PMD 1
RS-3
RM-4.5
RS-3
M1-2
PD 569
PD 475
B1-2
PD 83
C1-2
PMD 2
B3-2
RT-4
C3-5
RM-5
B3-2
RS-3
PD 847
RT-4
RT-4
B1-2
PD 713
RT-4
PD 1049
PD 667
M3-3
C1-2
B3-2
B3-2
PD 5
PD 46
PMD 3
M2-3
PD 695
RT-4
C1-2
RT-4
PD 447
C1-3
RS-3
PMD 5
DX-7
M1-2
M2-3
PMD 4
M2-3
C1-1
C1-2
DX-7
C1-3
PD 264
0
625
1,250
2,500
3,750
5,000
Feet

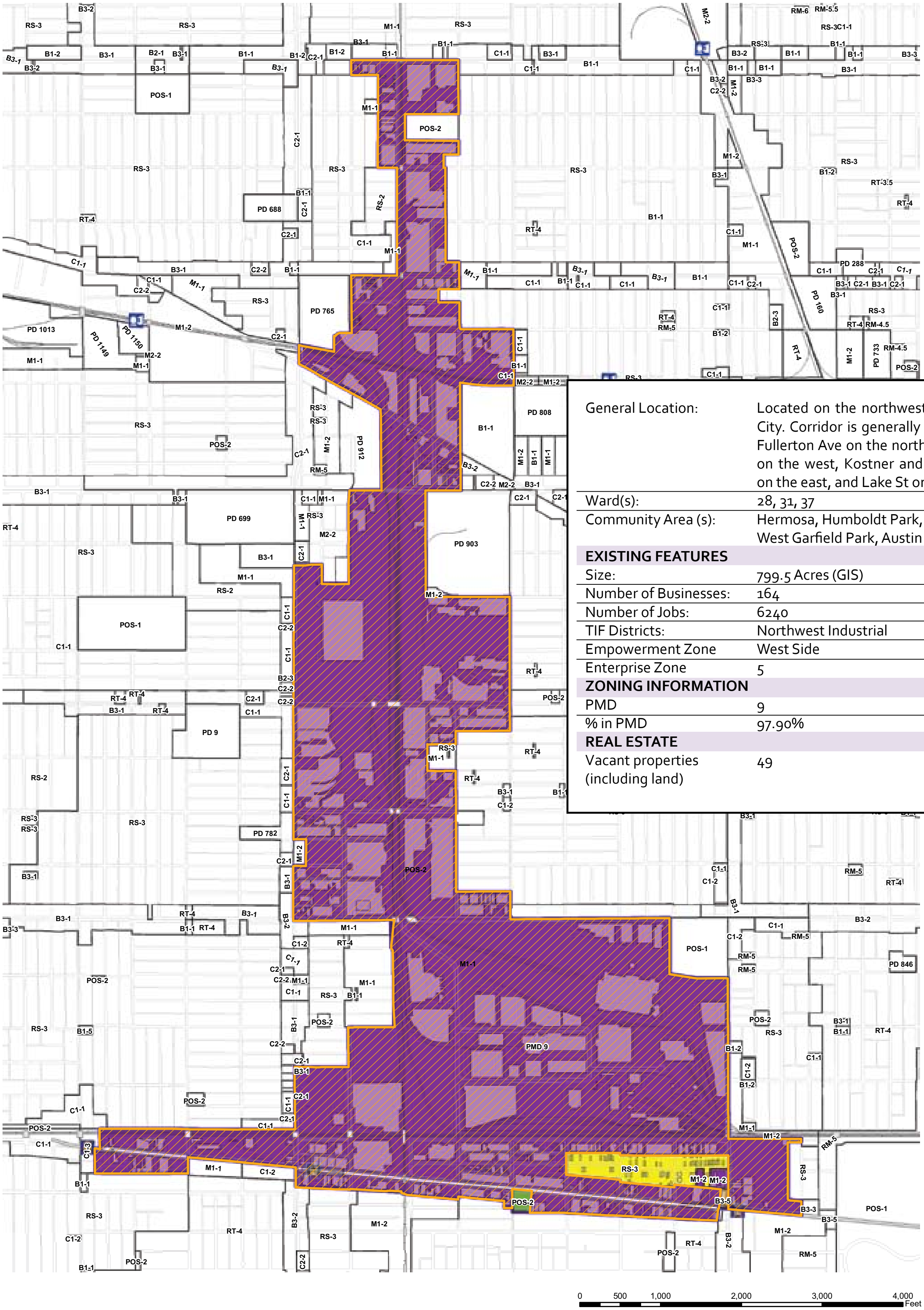
General Location:	Located on the northeast side of the City and is generally bounded by Fullerton on the north, Kingsbury St and the North Branch of the Chicago River on the east, Kinzie on the south, and I-90/94 on the west.
Ward(s):	27, 32, 42, 43
Community Area (s):	Lincoln Park, West Town, and Near North Side
EXISTING FEATURES	
Size:	760.8 Acres (GIS)
Number of Businesses:	301
Number of Jobs:	15140
TIF Districts:	North Branch North, North Branch South, Goose Island, River West, Division-Hooker, Division-North Branch, Eastman-North Branch, Chicago/Kingsbury, River West
Empowerment Zone	NA
Enterprise Zone	4
ZONING INFORMATION	
PMD	1, 2, 3, 5
% in PMD	67.90%
REAL ESTATE	
Vacant properties (including land)	57

Industrial Corridor – Northwest

Land Use


W FULLERTON AVE
W ARMITAGE AVE
W GRAND AVE
W NORTH AVE
W DIVISION ST
N KOSTNER AVE
N PULASKI RD
W CHICAGO AVE
W CHICAGO AVE
N KENTON AVE
N CICERO AVE
N LARAMIE AVE
W KINZIE ST
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

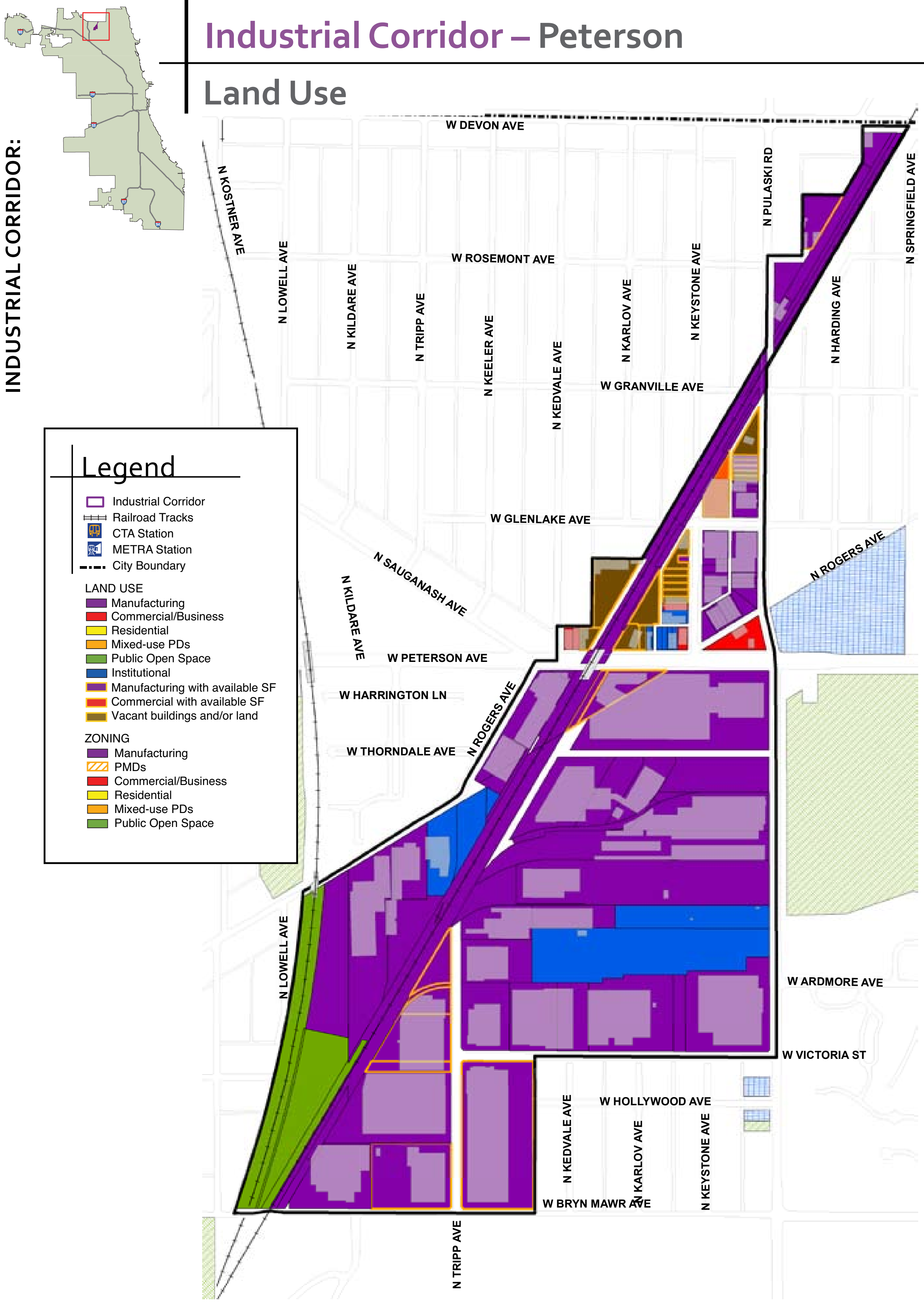
Existing Zoning


N
PMD 9
M1-1
M1-2
M2-2
POS-1
POS-2
RS-3
RT-4
B1-1
B3-1
C1-1
C2-1
PD 912
PD 903
PD 808
PD 765
PD 699
PD 782
PD 688
PD 9
0
500
1,000
2,000
3,000
4,000
Feet

General Location:	Located on the northwest side of the City. Corridor is generally bounded by Fullerton Ave on the north, Cicero Ave on the west, Kostner and Pulaski Ave on the east, and Lake St on the south.
Ward(s):	28, 31, 37
Community Area (s):	Hermosa, Humboldt Park, West Garfield Park, Austin
EXISTING FEATURES	
Size:	799.5 Acres (GIS)
Number of Businesses:	164
Number of Jobs:	6240
TIF Districts:	Northwest Industrial
Empowerment Zone	West Side
Enterprise Zone	5
ZONING INFORMATION	
PMD	9
% in PMD	97.90%
REAL ESTATE	
Vacant properties (including land)	49

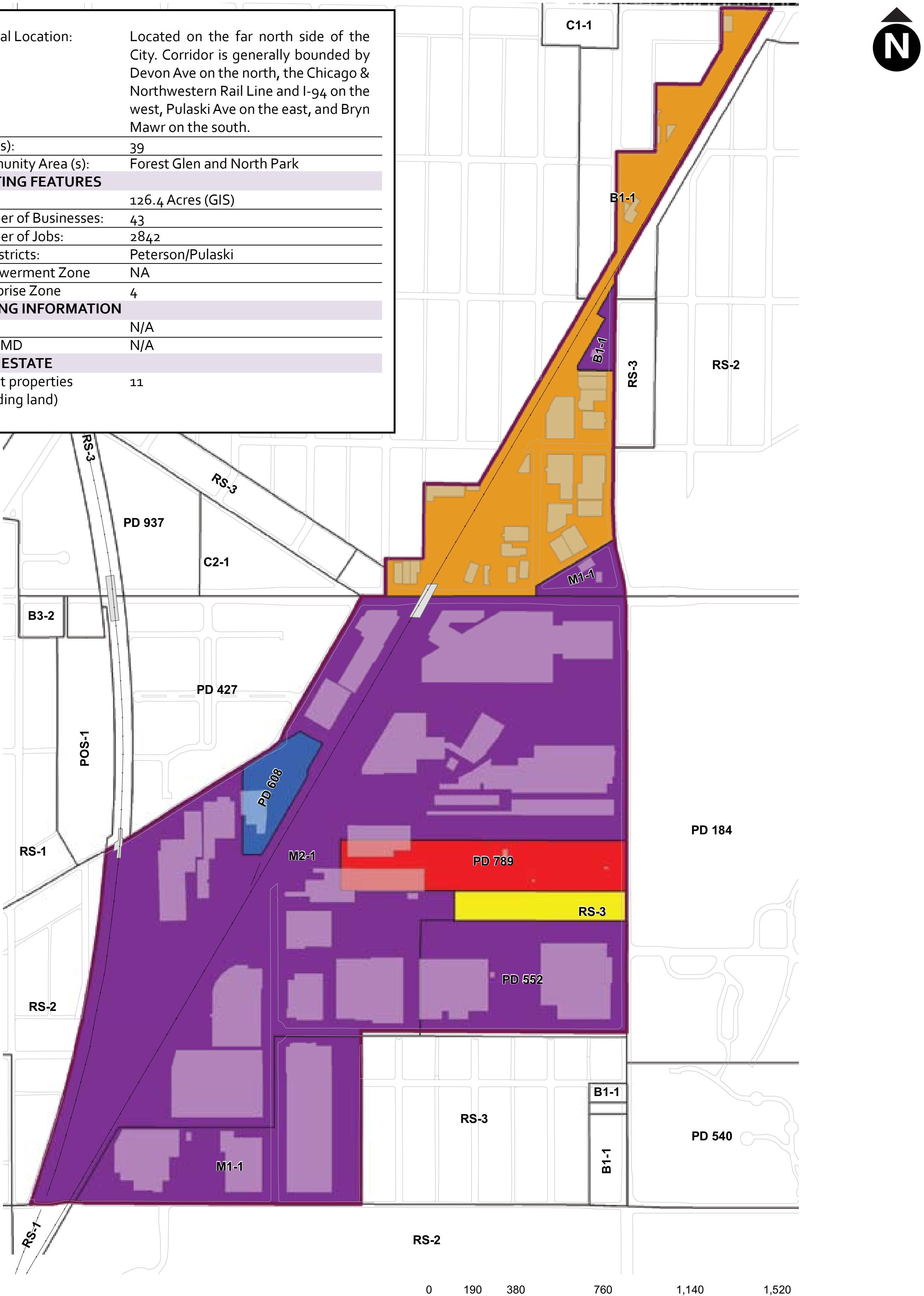
Industrial Corridor – Peterson

Land Use


W DEVON AVE
N KOSTNER AVE
N LOWELL AVE
N KILDARE AVE
N TRIPP AVE
N KEELER AVE
N KEDVALE AVE
N KARLOV AVE
N KEYSTONE AVE
N PULASKI RD
N HARDING AVE
N SPRINGFIELD AVE
W ROSEMONT AVE
W GRANVILLE AVE
W GLENLAKE AVE
N SAUGANASH AVE
N ROGERS AVE
N KILDARE AVE
W PETERSON AVE
W HARRINGTON LN
N ROGERS AVE
W THORNDALE AVE
N LOWELL AVE
W ARDMORE AVE
W VICTORIA ST
W HOLLYWOOD AVE
N KEDVALE AVE
N KARLOV AVE
N KEYSTONE AVE
W BRYN MAWR AVE
N TRIPP AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

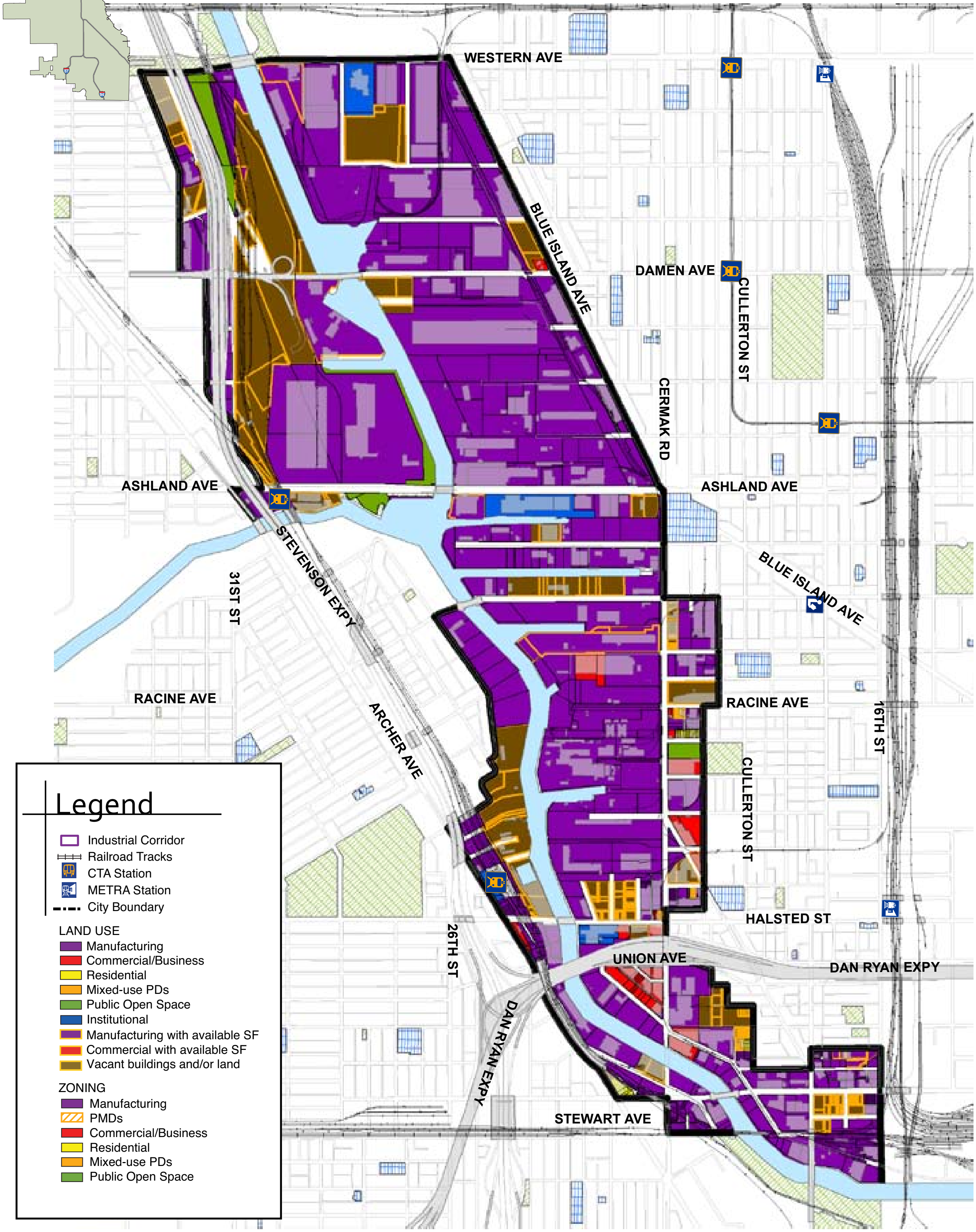
Existing Zoning

General Location:	Located on the far north side of the City. Corridor is generally bounded by Devon Ave on the north, the Chicago & Northwestern Rail Line and I-94 on the west, Pulaski Ave on the east, and Bryn Mawr on the south.
Ward(s):	39
Community Area (s):	Forest Glen and North Park
EXISTING FEATURES	
Size:	126.4 Acres (GIS)
Number of Businesses:	43
Number of Jobs:	2842
TIF Districts:	Peterson/Pulaski
Empowerment Zone	NA
Enterprise Zone	4
ZONING INFORMATION	
PMD	N/A
% in PMD	N/A
REAL ESTATE	
Vacant properties (including land)	11

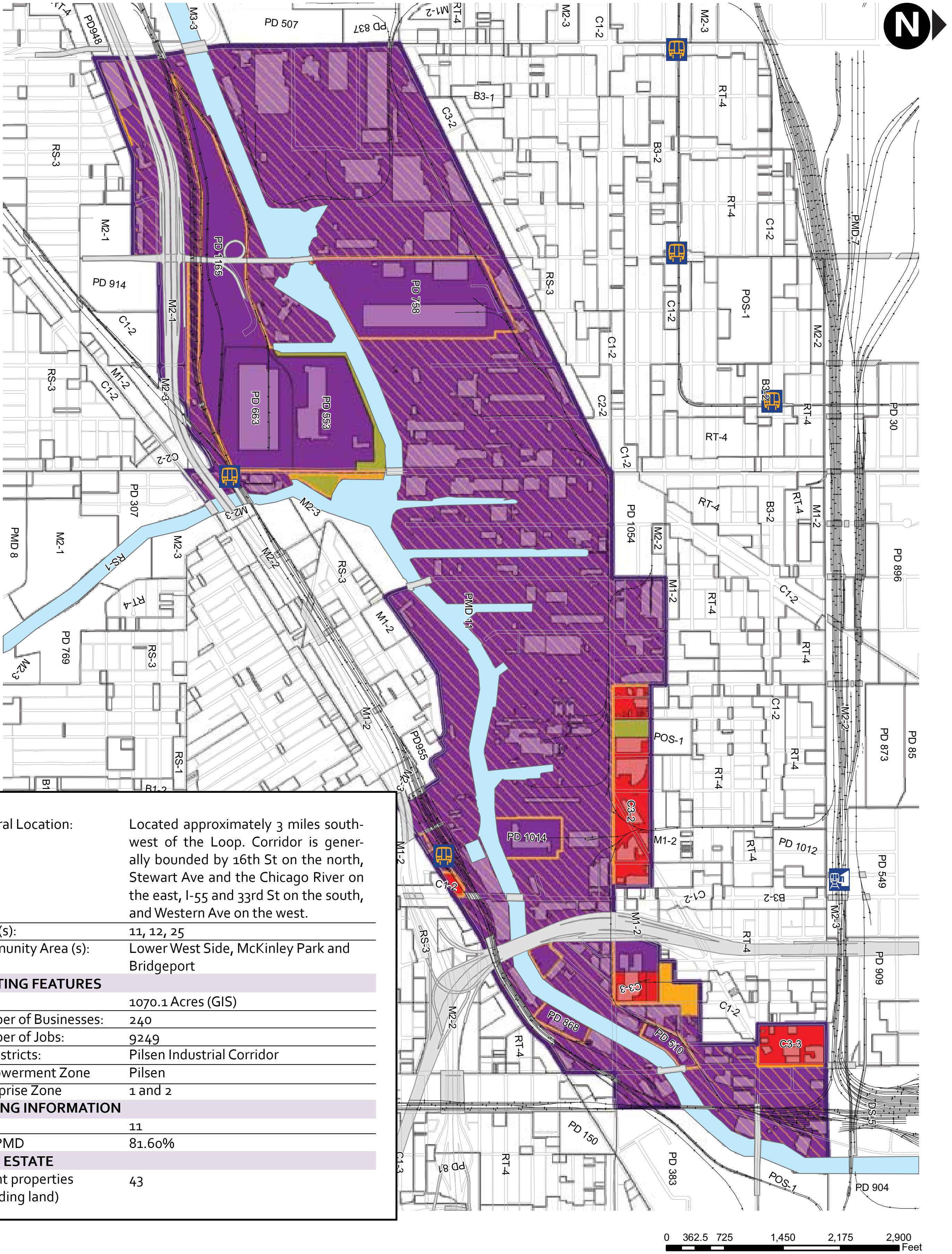

N
C1-1
B1-1
B1-1
RS-3
RS-2
RS-3
RS-3
PD 937
C2-1
M1-1
B3-2
PD 427
POS-1
PD 608
RS-1
M2-1
PD 789
PD 184
RS-3
PD 552
RS-2
B1-1
RS-3
PD 540
M1-1
B1-1
RS-1
RS-2
0
190
380
760
1,140
1,520
Feet

Industrial Corridor – Pilsen

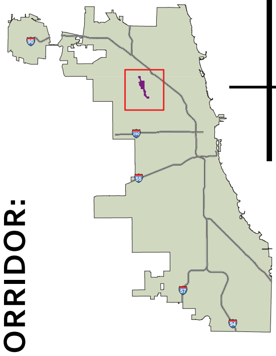
Land Use


WESTERN AVE
BLUE ISLAND AVE
DAMEN AVE
CULLERTON ST
CERMAK RD
ASHLAND AVE
ASHLAND AVE
STEVENSON EXPY
31ST ST
BLUE ISLAND AVE
RACINE AVE
RACINE AVE
ARCHER AVE
16TH ST
CULLERTON ST
HALSTED ST
26TH ST
UNION AVE
DAN RYAN EXPY
DAN RYAN EXPY
STEWART AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

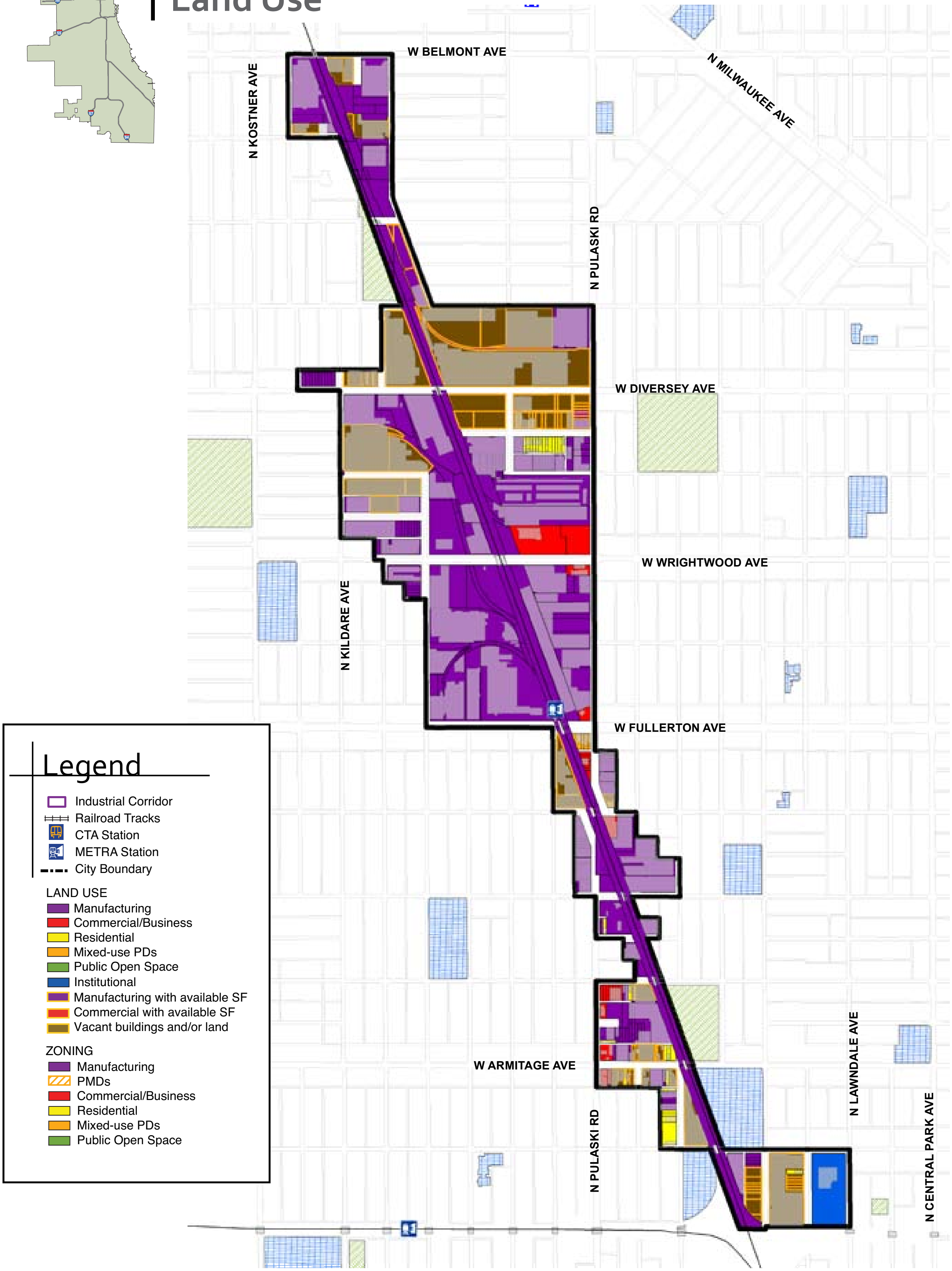

N
PD 507
PD 837
M3-3
PD948
RS-3
M2-1
PD 1165
PD 914
C1-2
M2-1
M1-2
M2-3
C2-2
PD 663
PD 553
PD 758
PD 307
PMD 8
RS-1
RT-4
PD 769
RS-3
RS-1
M2-3
M2-2
RS-3
M1-2
PMD 11
PD955
PD 1014
C1-2
C3-2
C3-3
PD 868
PD 510
PD 150
PD 81
RT-4
PD 383
POS-1
PD 904
B3-1
C3-2
B3-2
RT-4
C1-2
POS-1
M2-2
RT-4
PD 30
PMD 7
PD 1054
M2-2
M1-2
B3-2
PD 896
POS-1
C1-2
PD 873
PD 85
PD 1012
PD 549
PD 909
DS-5
0 362.5 725 1,450 2,175 2,900 Feet

General Location:	Located approximately 3 miles southwest of the Loop. Corridor is generally bounded by 16th St on the north, Stewart Ave and the Chicago River on the east, I-55 and 33rd St on the south, and Western Ave on the west.
Ward(s):	11, 12, 25
Community Area (s):	Lower West Side, McKinley Park and Bridgeport
EXISTING FEATURES	
Size:	1070.1 Acres (GIS)
Number of Businesses:	240
Number of Jobs:	9249
TIF Districts:	Pilsen Industrial Corridor
Empowerment Zone	Pilsen
Enterprise Zone	1 and 2
ZONING INFORMATION	
PMD	11
% in PMD	81.60%
REAL ESTATE	
Vacant properties (including land)	43

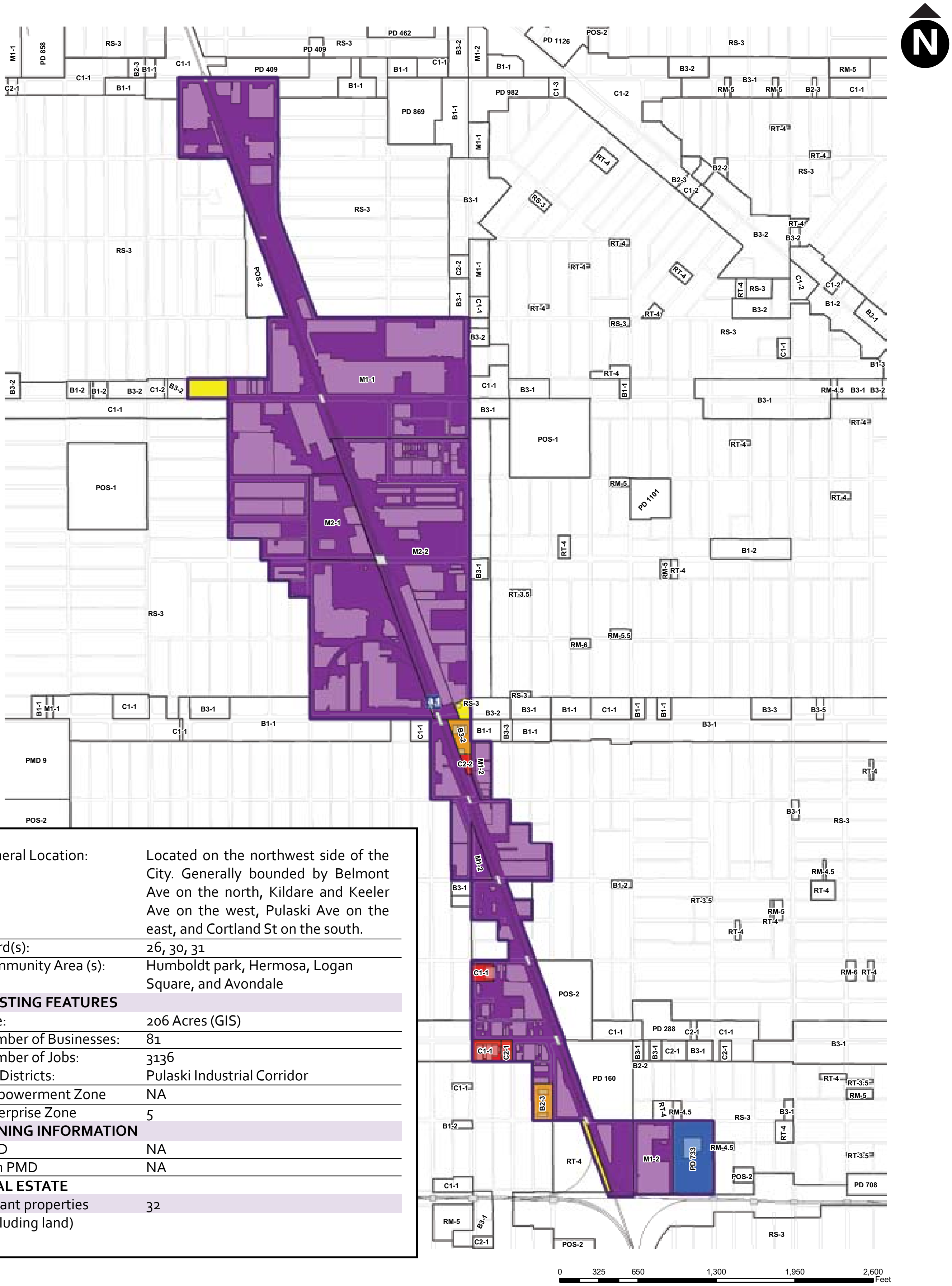


Industrial Corridor – Pulaski

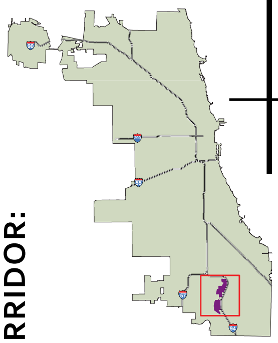
Land Use


W BELMONT AVE
N MILWAUKEE AVE
N KOSTNER AVE
N PULASKI RD
W DIVERSEY AVE
W WRIGHTWOOD AVE
N KILDARE AVE
W FULLERTON AVE
W ARMITAGE AVE
N PULASKI RD
N LAWNDALE AVE
N CENTRAL PARK AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

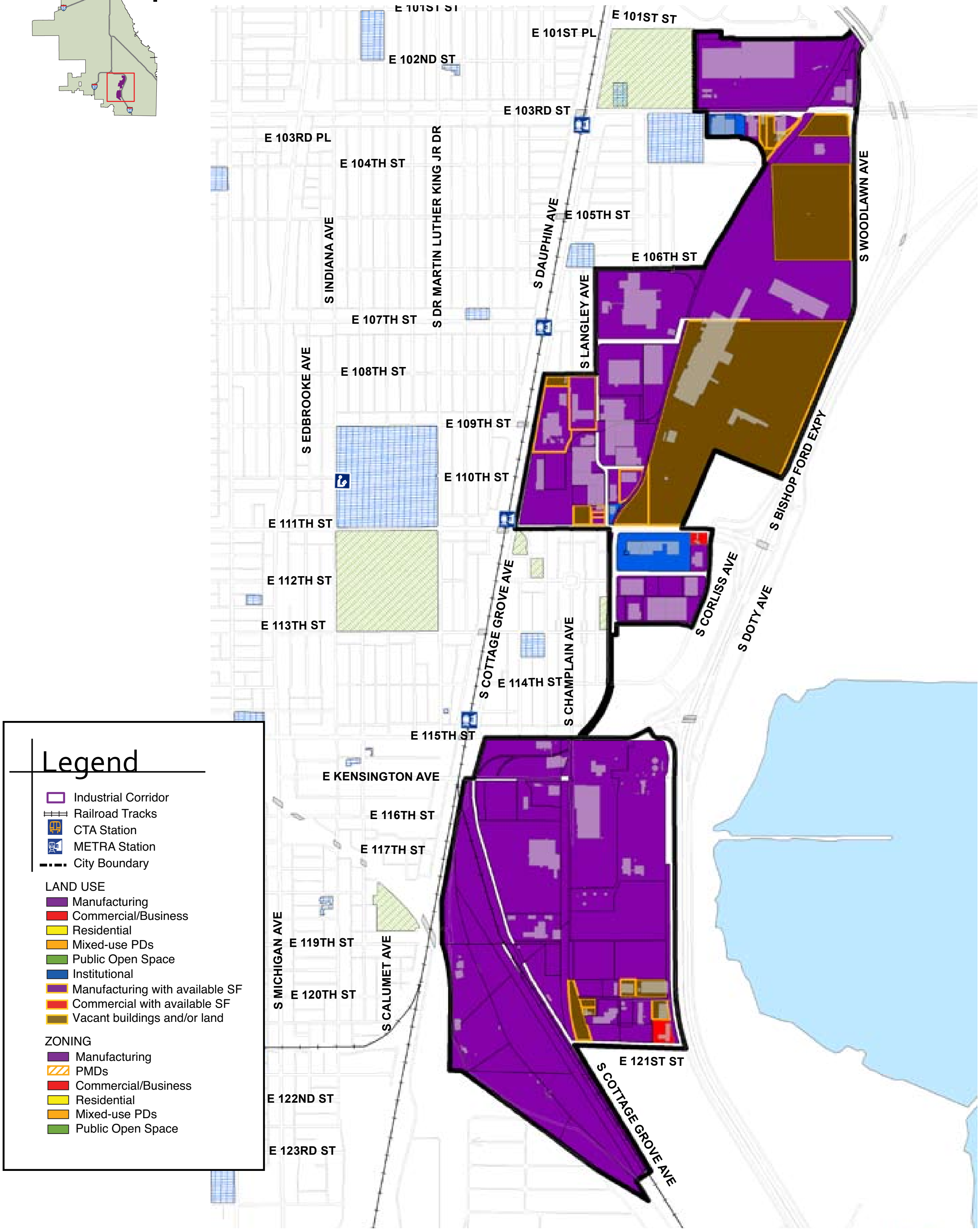

N
M2-1
M2-2
M1-1
M1-2
PD 733
PD 160
PD 288
PD 409
PD 462
PD 869
PD 982
PD 1126
PD 1101
PD 858
PD 708
PMD 9
POS-1
POS-2
RS-3
RT-4
RT-3.5
RM-4.5
RM-5
RM-5.5
RM-6
B1-1
B1-2
B2-2
B2-3
B3-1
B3-2
B3-3
B3-5
C1-1
C1-2
C1-3
C2-1
C2-2
0
325
650
1,300
1,950
2,600
Feet

General Location:	Located on the northwest side of the City. Generally bounded by Belmont Ave on the north, Kildare and Keeler Ave on the west, Pulaski Ave on the east, and Cortland St on the south.
Ward(s):	26, 30, 31
Community Area (s):	Humboldt park, Hermosa, Logan Square, and Avondale
EXISTING FEATURES	
Size:	206 Acres (GIS)
Number of Businesses:	81
Number of Jobs:	3136
TIF Districts:	Pulaski Industrial Corridor
Empowerment Zone	NA
Enterprise Zone	5
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	32

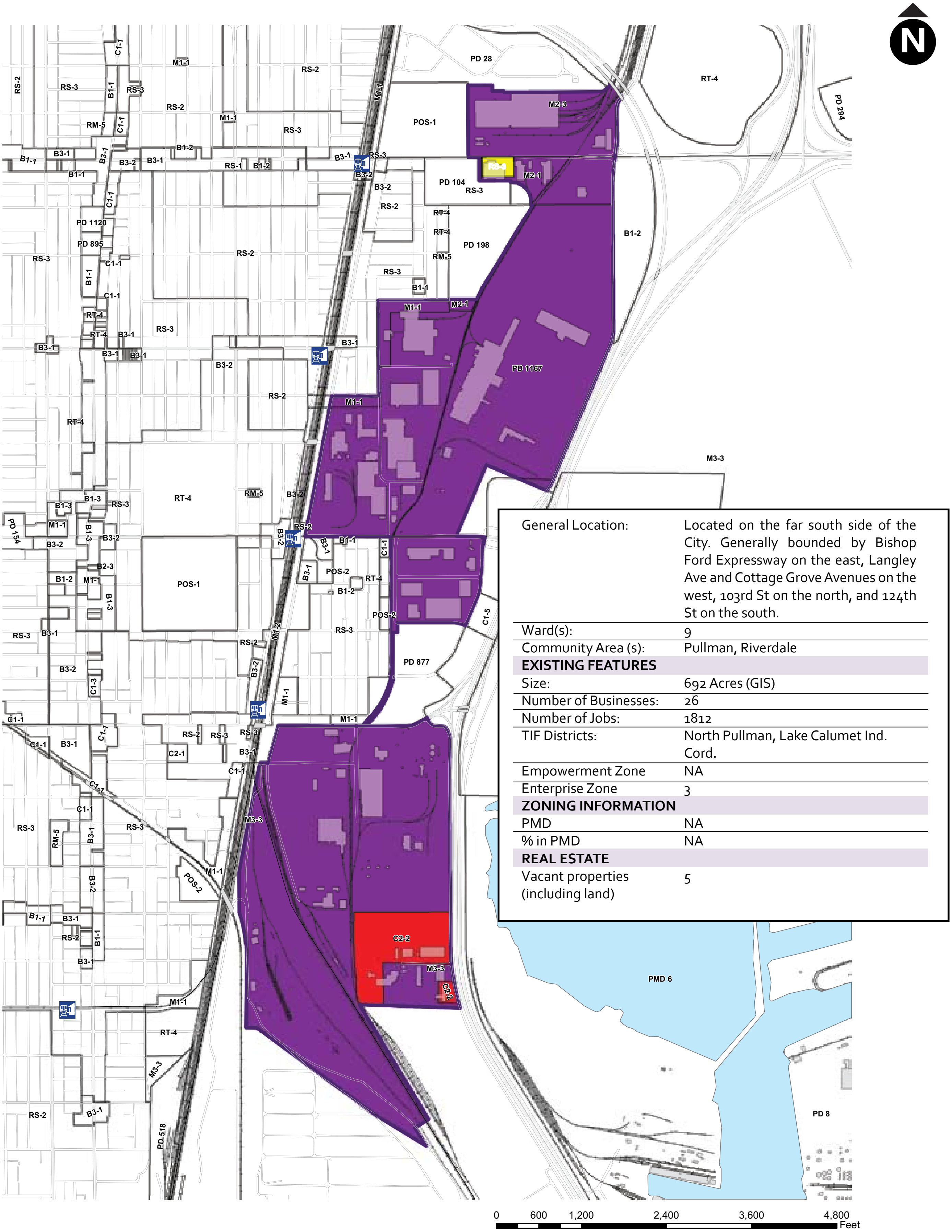


Industrial Corridor – Pullman

Land Use


E 101ST ST
E 101ST ST
E 101ST PL
E 102ND ST
E 103RD ST
E 103RD PL
E 104TH ST
E 105TH ST
E 106TH ST
E 107TH ST
E 108TH ST
E 109TH ST
E 110TH ST
E 111TH ST
E 112TH ST
E 113TH ST
E 114TH ST
E 115TH ST
E KENSINGTON AVE
E 116TH ST
E 117TH ST
E 119TH ST
E 120TH ST
E 121ST ST
E 122ND ST
E 123RD ST
S INDIANA AVE
S DR MARTIN LUTHER KING JR DR
S DAUPHIN AVE
S LANGLEY AVE
S WOODLAWN AVE
S EDBROOKE AVE
S BISHOP FORD EXPY
S CORLISS AVE
S DOTY AVE
S COTTAGE GROVE AVE
S CHAMPLAIN AVE
S MICHIGAN AVE
S CALUMET AVE
S COTTAGE GROVE AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

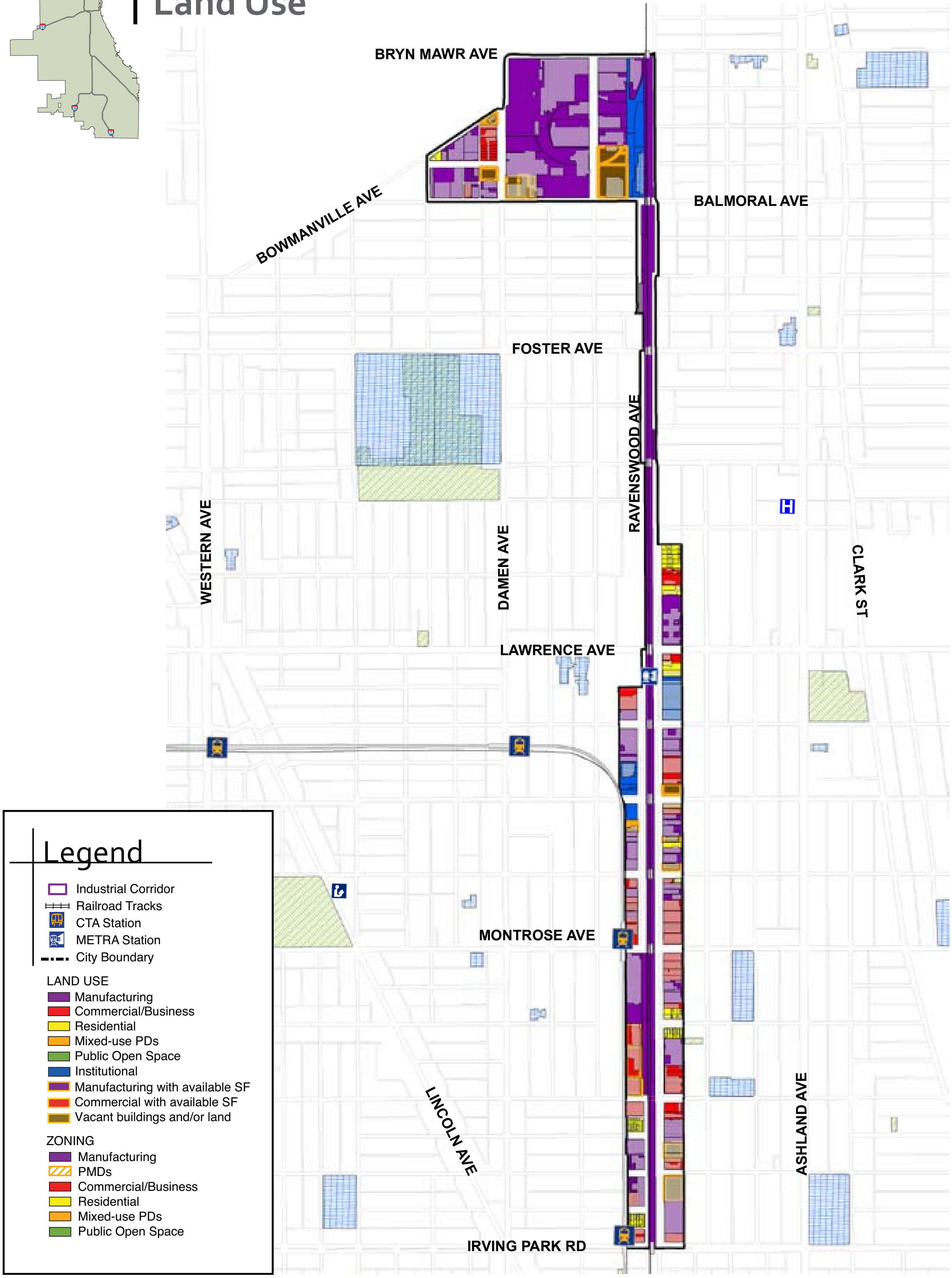
Existing Zoning


N
PD 28
RT-4
PD 294
M2-3
POS-1
RS-3
M2-1
PD 104
RS-3
B1-2
RT-4
RT-4
PD 198
RM-5
M1-1
M2-1
PD 1167
M3-3
M1-1
B3-2
RS-2
C1-1
B1-1
B1-2
RT-4
POS-2
C1-5
PD 877
M1-1
M3-3
C2-2
M3-3
C2-2
PMD 6
PD 8
RS-2
RS-3
B1-1
C1-1
RM-5
C1-1
M1-1
RS-2
M1-1
RS-3
M1-1
B1-2
B3-1
B1-1
B3-2
B3-1
RS-1
B1-2
B3-1
RS-3
B3-2
PD 1120
PD 895
RS-3
B1-1
C1-1
RT-4
RT-4
B3-1
B3-1
B3-1
B3-2
RS-2
RT-4
RT-4
RM-5
B3-2
B1-3
B1-3
RS-3
PD 154
M1-1
B3-2
B1-3
B3-2
B2-3
B1-2
M1-1
B1-3
POS-1
RS-3
B3-1
M1-2
RS-2
B3-2
C1-3
M1-1
C1-1
C1-1
B3-1
C1-1
RS-2
RS-3
RS-3
C2-1
B3-1
C1-1
C1-1
RS-3
RM-5
B3-1
RS-3
M1-1
POS-2
B3-2
B1-1
B3-1
RS-2
B1-1
B3-1
M1-1
RT-4
M3-3
RS-2
B3-1
PD 518
0
600
1,200
2,400
3,600
4,800
Feet

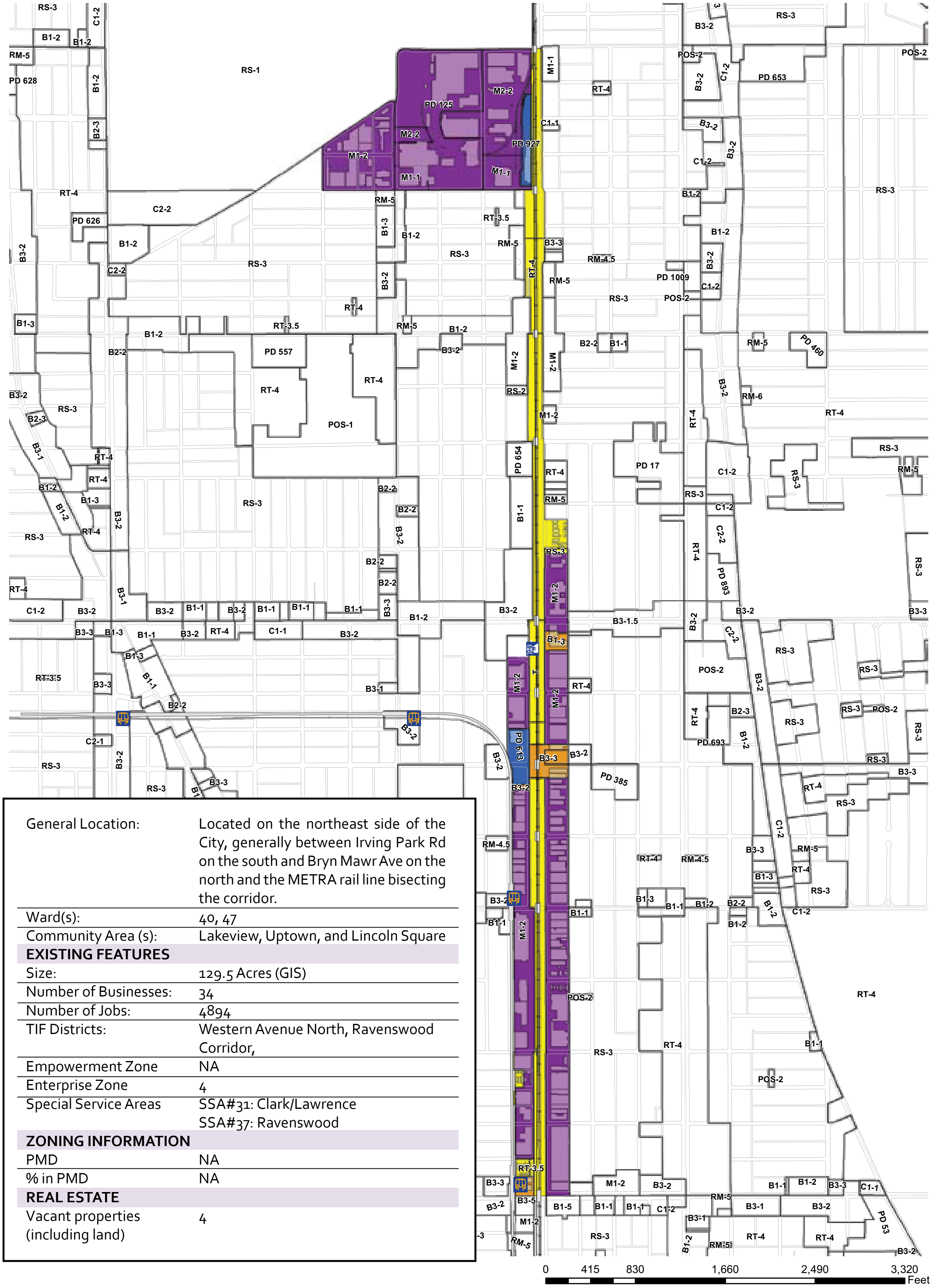
General Location:	Located on the far south side of the City. Generally bounded by Bishop Ford Expressway on the east, Langley Ave and Cottage Grove Avenues on the west, 103rd St on the north, and 124th St on the south.
Ward(s):	9
Community Area (s):	Pullman, Riverdale
EXISTING FEATURES	
Size:	692 Acres (GIS)
Number of Businesses:	26
Number of Jobs:	1812
TIF Districts:	North Pullman, Lake Calumet Ind. Cord.
Empowerment Zone	NA
Enterprise Zone	3
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	5

Industrial Corridor – Ravenswood

Land Use


BRYN MAWR AVE
BALMORAL AVE
BOWMANVILLE AVE
FOSTER AVE
RAVENSWOOD AVE
WESTERN AVE
DAMEN AVE
CLARK ST
LAWRENCE AVE
MONTROSE AVE
LINCOLN AVE
ASHLAND AVE
IRVING PARK RD
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

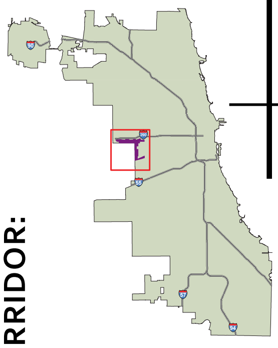
Existing Zoning

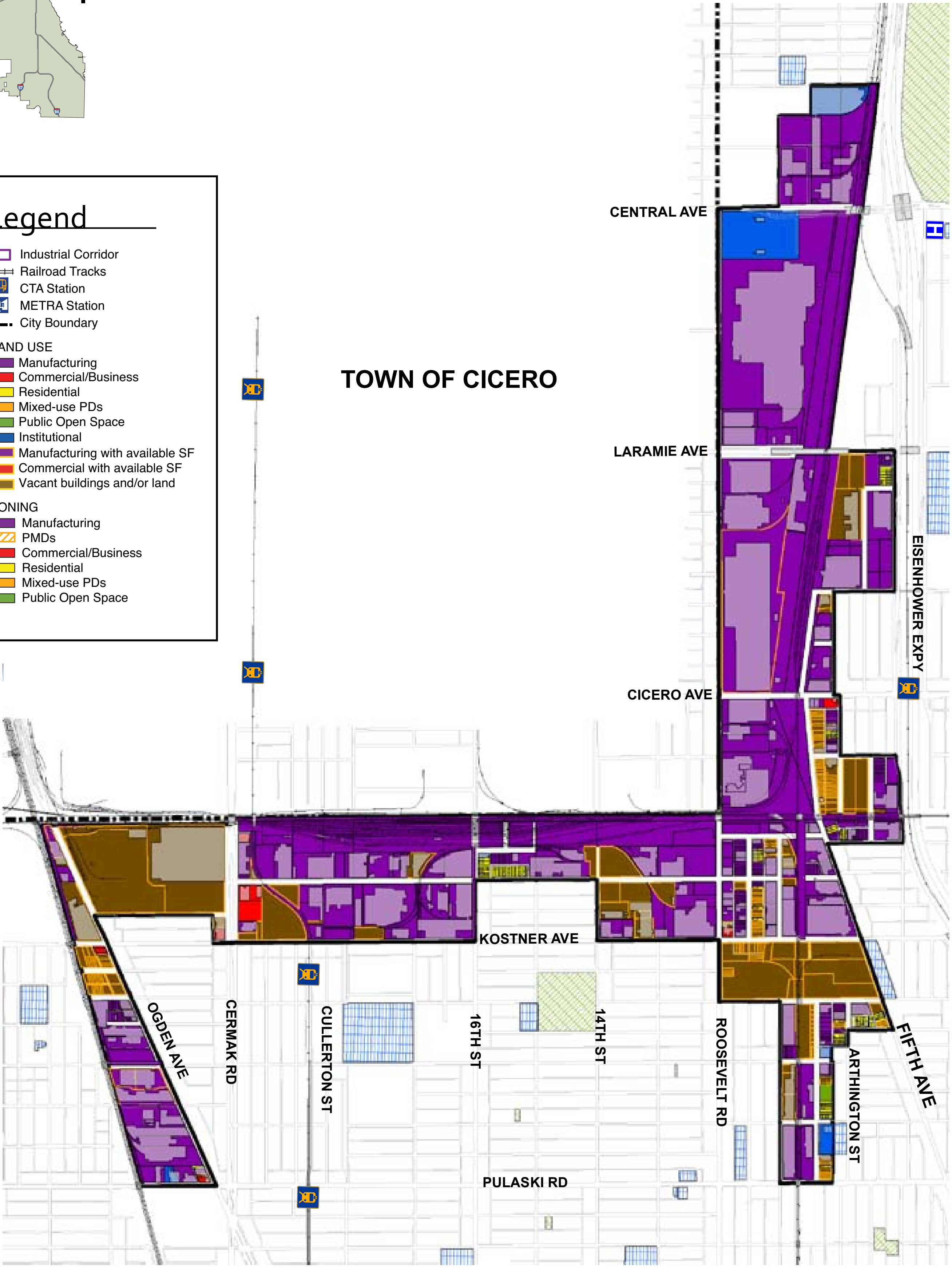

N
RS-3
C1-2
B1-2
RM-5
PD 628
RS-1
PD 125
M2-2
M2-2
M1-2
M1-1
M1-1
PD 927
C1-1
M1-1
RT-4
RS-3
B3-2
C1-2
PD 653
POS-2
POS-2
B3-2
B2-3
RT-4
C2-2
PD 626
B1-2
C2-2
RS-3
RM-5
B1-3
B1-2
RS-3
RT-3.5
RM-5
B3-3
RT-4
RM-4.5
RM-5
RS-3
PD 1009
POS-2
C1-2
B1-2
B1-3
RT-4
RT-3.5
RM-5
B1-2
B3-2
PD 557
B2-2
RT-4
RT-4
POS-1
M1-2
M1-2
RS-2
M1-2
B2-2
B1-1
RM-5
PD 460
RM-6
RT-4
RS-3
PD 654
RT-4
PD 17
C1-2
RS-3
RM-5
RM-5
B1-1
RS-3
C1-2
C2-2
RT-4
PD 893
RS-3
M1-2
B3-1.5
B3-2
B3-3
B1-3
RT-4
M1-2
POS-2
RS-3
B2-3
PD 693
PD 613
B3-3
B3-2
PD 385
RT-3.5
B3-3
C2-1
RS-3
C1-1
B3-1
RM-4.5
RT-4
RM-4.5
B3-3
B1-3
B1-1
B2-2
B1-2
C1-2
RM-5
POS-2
RS-3
RT-4
B1-1
POS-2
RT-4
M1-2
B3-2
B1-5
B1-1
B1-1
C1-2
B3-1
RM-5
B3-1
B3-2
RT-4
PD 53
RT-4
B3-2
B3-5
M1-2
RM-5
0
415
830
1,660
2,490
3,320
Feet

General Location:	Located on the northeast side of the City, generally between Irving Park Rd on the south and Bryn Mawr Ave on the north and the METRA rail line bisecting the corridor.
Ward(s):	40, 47
Community Area (s):	Lakeview, Uptown, and Lincoln Square
EXISTING FEATURES	
Size:	129.5 Acres (GIS)
Number of Businesses:	34
Number of Jobs:	4894
TIF Districts:	Western Avenue North, Ravenswood Corridor,
Empowerment Zone	NA
Enterprise Zone	4
Special Service Areas	SSA#31: Clark/Lawrence SSA#37: Ravenswood
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	4

Industrial Corridor – Roosevelt/Cicero

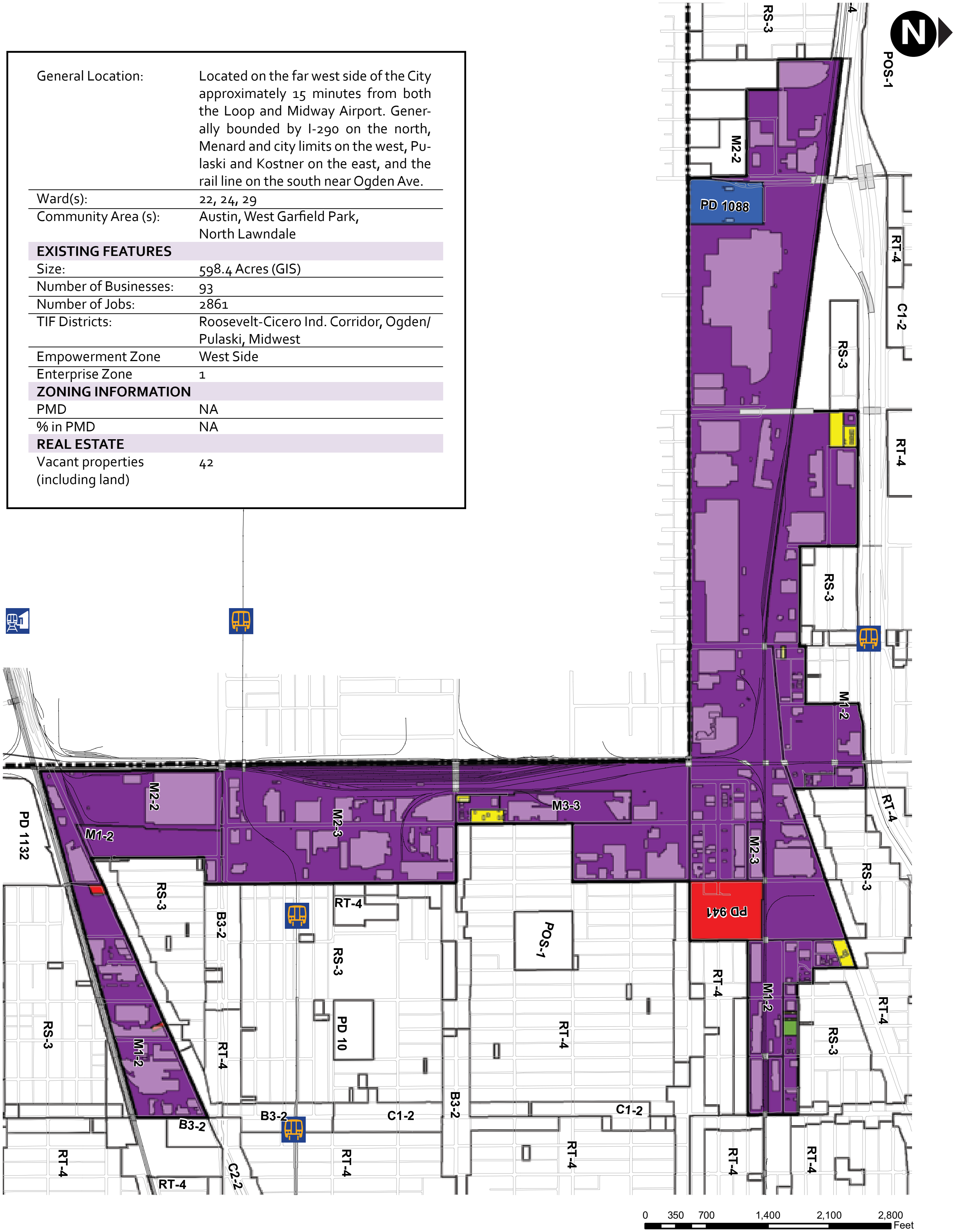
Land Use




Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
TOWN OF CICERO
CENTRAL AVE
LARAMIE AVE
CICERO AVE
EISENHOWER EXPY
KOSTNER AVE
OGDEN AVE
CERMAK RD
CULLERTON ST
16TH ST
14TH ST
ROOSEVELT RD
ARTHINGTON ST
FIFTH AVE
PULASKI RD

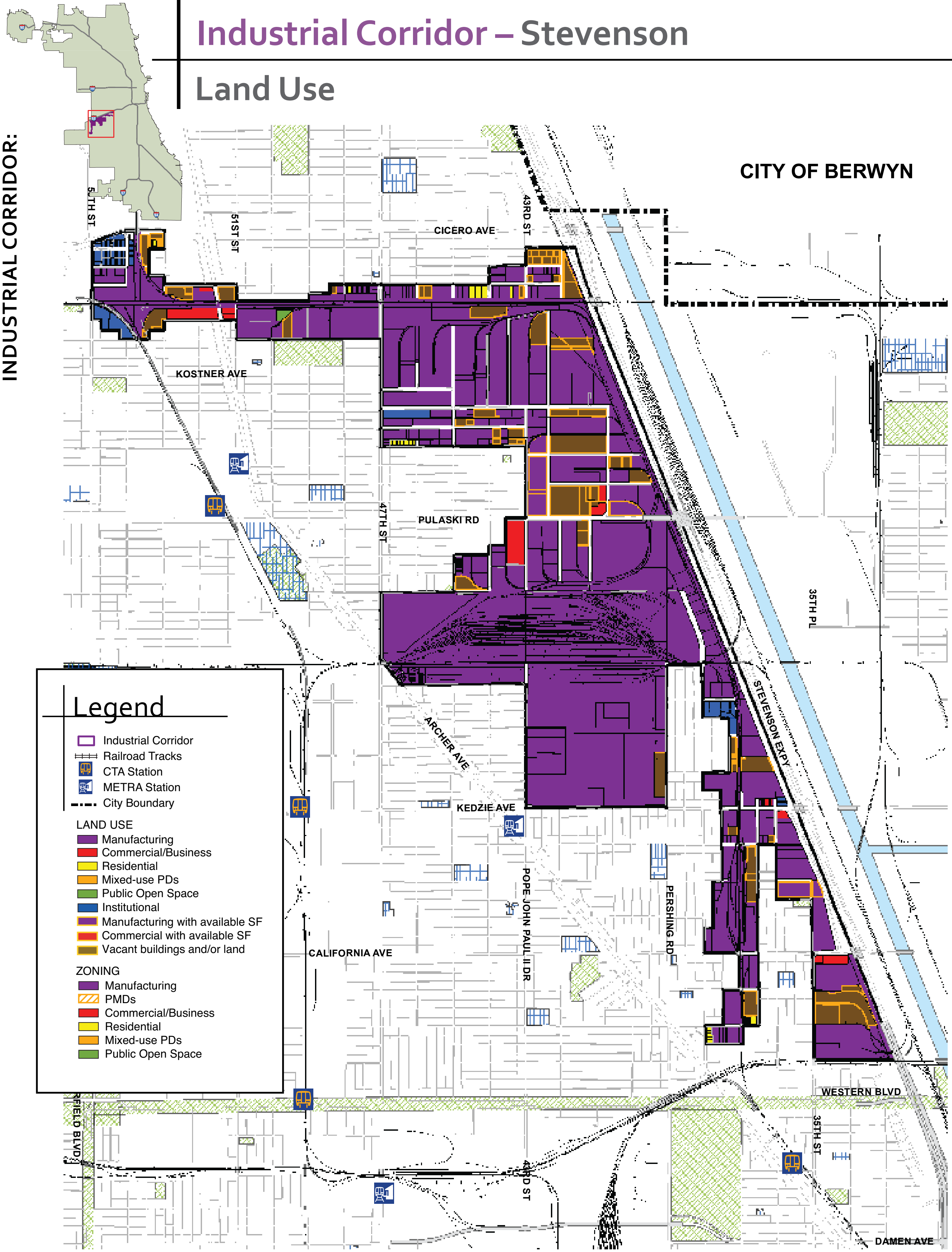
Existing Zoning

General Location:	Located on the far west side of the City approximately 15 minutes from both the Loop and Midway Airport. Generally bounded by I-290 on the north, Menard and city limits on the west, Pulaski and Kostner on the east, and the rail line on the south near Ogden Ave.
Ward(s):	22, 24, 29
Community Area (s):	Austin, West Garfield Park, North Lawndale
EXISTING FEATURES	
Size:	598.4 Acres (GIS)
Number of Businesses:	93
Number of Jobs:	2861
TIF Districts:	Roosevelt-Cicero Ind. Corridor, Ogden/ Pulaski, Midwest
Empowerment Zone	West Side
Enterprise Zone	1
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	42

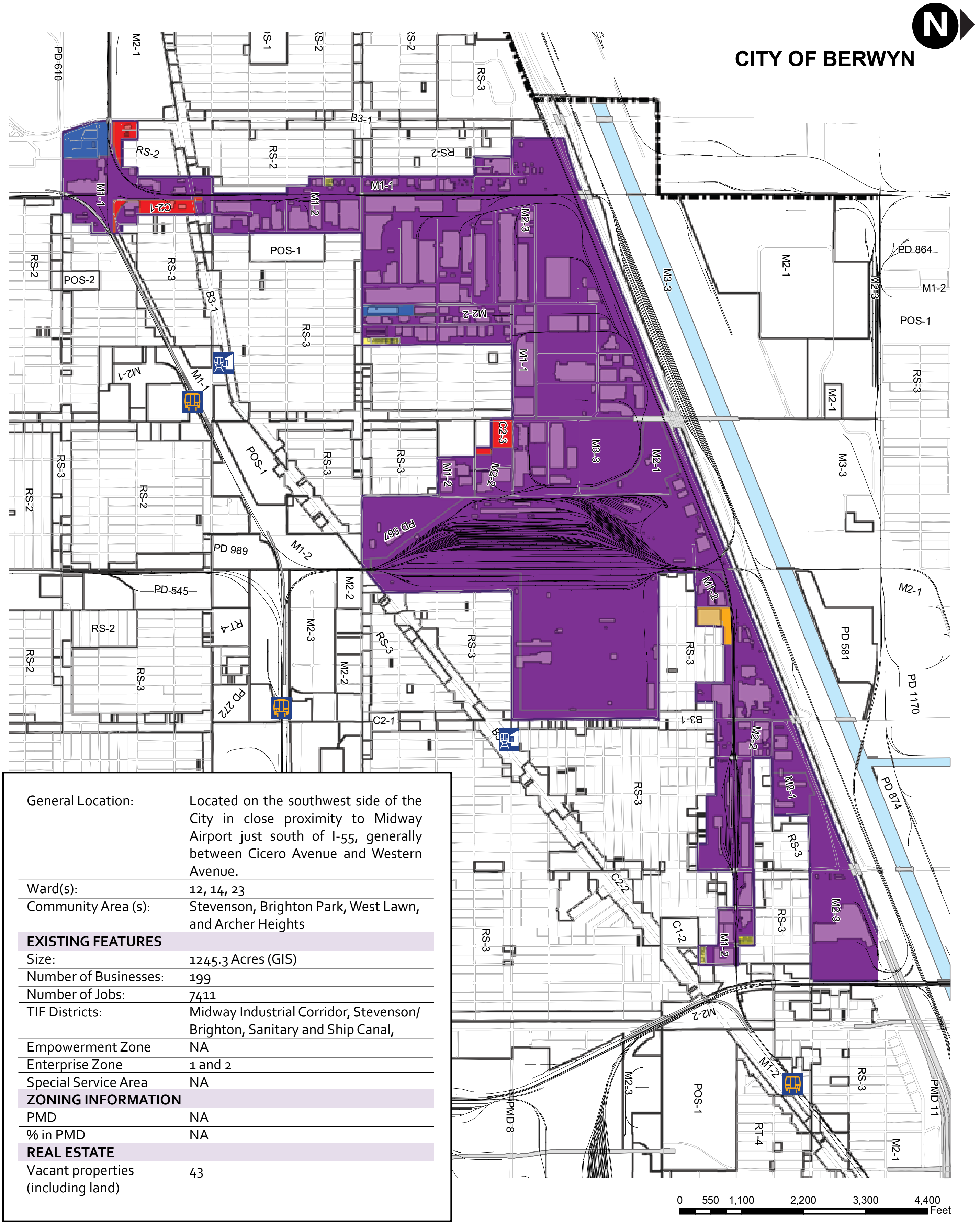

N
RS-3
POS-1
M2-2
PD 1088
RT-4
C1-2
RS-3
RT-4
RS-3
M1-2
RT-4
M2-2
M1-2
M2-3
M3-3
M2-3
PD 1132
RS-3
B3-2
RT-4
RS-3
PD 10
POS-1
RT-4
PD 941
RS-3
RT-4
M1-2
RS-3
RT-4
RS-3
M1-2
RT-4
B3-2
B3-2
C1-2
B3-2
C1-2
RT-4
RT-4
RT-4
RT-4
RT-4
C2-2
RT-4
RT-4
0
350
700
1,400
2,100
2,800
Feet

Industrial Corridor – Stevenson

Land Use


CITY OF BERWYN
CICERO AVE
43RD ST
51ST ST
55TH ST
KOSTNER AVE
47TH ST
PULASKI RD
35TH PL
ARCHER AVE
STEVENSON EXPY
KEDZIE AVE
POPE JOHN PAUL II DR
PERSHING RD
CALIFORNIA AVE
WESTERN BLVD
35TH ST
43RD ST
RFIELD BLVD
DAMEN AVE
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

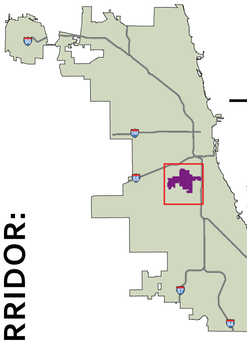

N
CITY OF BERWYN
PD 610
M2-1
RS-1
RS-2
RS-3
B3-1
RS-2
RS-2
RS-2
M1-1
M1-1
C2-1
M1-2
M2-3
POS-1
RS-2
RS-3
POS-2
B3-1
RS-3
M2-2
M1-1
M2-1
M1-1
M3-3
M2-1
PD 864
M2-3
M1-2
POS-1
RS-3
M2-1
C2-3
RS-3
RS-3
POS-1
RS-3
RS-2
RS-2
M1-2
M2-2
M3-3
M2-1
M3-3
PD 989
M1-2
PD 667
PD 545
M2-2
M1-2
M2-1
RS-2
RT-4
M2-3
RS-3
RS-3
RS-3
PD 581
RS-2
RS-3
PD 272
M2-2
PD 1170
C2-1
B3-1
B3-1
M2-2
RS-3
M2-1
PD 874
RS-3
C2-2
RS-3
RS-3
C1-2
M1-2
M2-3
M2-2
M1-2
RS-3
M2-3
PMD 8
POS-1
RT-4
PMD 11
M2-1
0
550
1,100
2,200
3,300
4,400
Feet

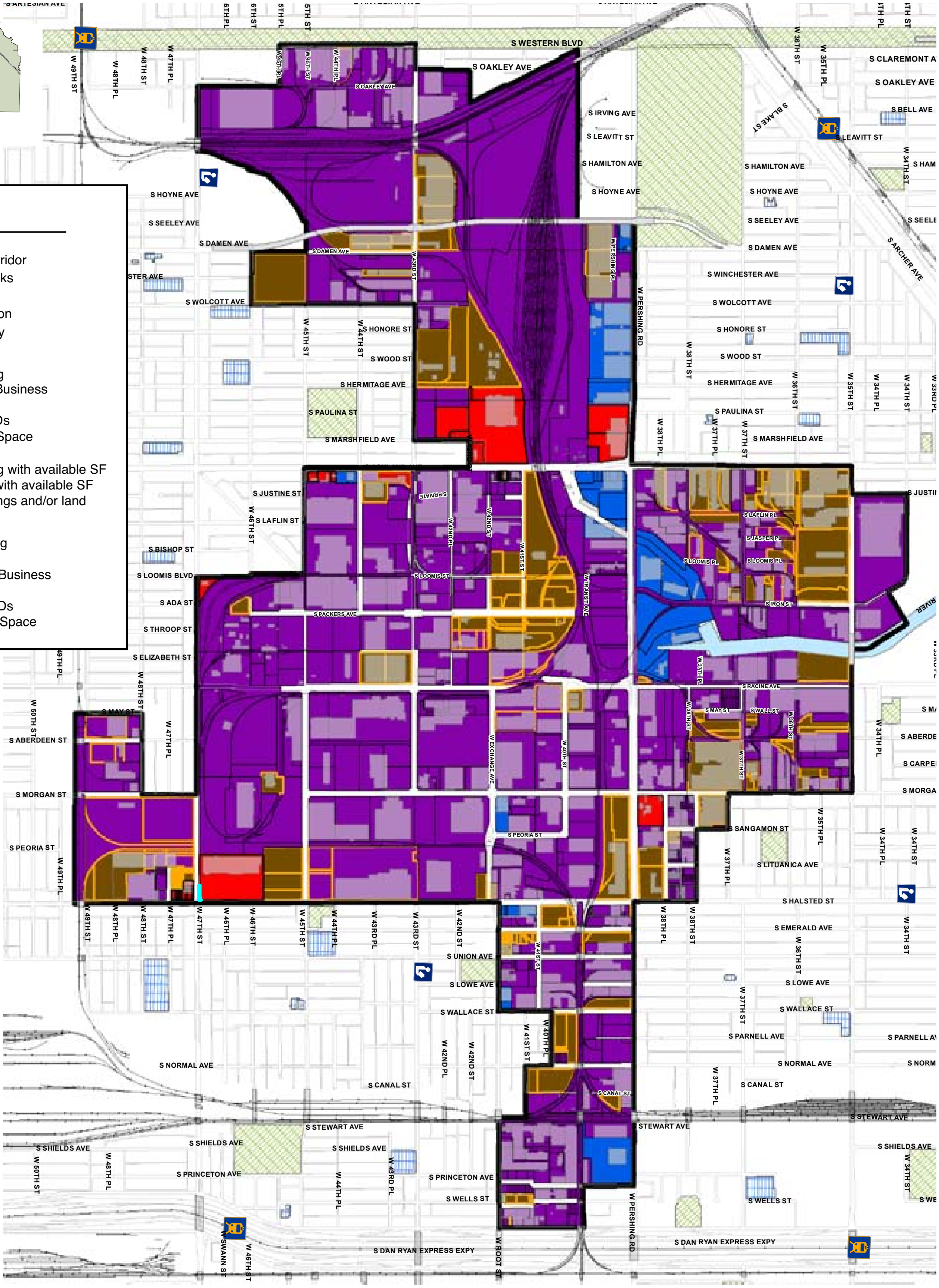
General Location:	Located on the southwest side of the City in close proximity to Midway Airport just south of I-55, generally between Cicero Avenue and Western Avenue.
Ward(s):	12, 14, 23
Community Area (s):	Stevenson, Brighton Park, West Lawn, and Archer Heights
EXISTING FEATURES	
Size:	1245.3 Acres (GIS)
Number of Businesses:	199
Number of Jobs:	7411
TIF Districts:	Midway Industrial Corridor, Stevenson/ Brighton, Sanitary and Ship Canal,
Empowerment Zone	NA
Enterprise Zone	1 and 2
Special Service Area	NA
ZONING INFORMATION	
PMD	NA
% in PMD	NA
REAL ESTATE	
Vacant properties (including land)	43

INDUSTRIAL CORRIDOR:

Industrial Corridor – Stockyards

Land Use




S WESTERN BLVD
S OAKLEY AVE
S IRVING AVE
S LEAVITT ST
S HAMILTON AVE
S HOYNE AVE
S SEELEY AVE
S DAMEN AVE
S WINCHESTER AVE
S WOLCOTT AVE
S HONORE ST
S WOOD ST
S HERMITAGE AVE
S PAULINA ST
S MARSHFIELD AVE
S JUSTINE ST
S LAFLIN ST
S BISHOP ST
S LOOMIS BLVD
S ADA ST
S THROOP ST
S ELIZABETH ST
S MAY ST
S ABERDEEN ST
S MORGAN ST
S PEORIA ST
S PACKERS AVE
S RACINE AVE
S SANGAMON ST
S LITUANICA AVE
S HALSTED ST
S EMERALD AVE
S UNION AVE
S LOWE AVE
S WALLACE ST
S PARNELL AVE
S NORMAL AVE
S CANAL ST
S STEWART AVE
S SHIELDS AVE
S PRINCETON AVE
S WELLS ST
S DAN RYAN EXPRESS EXPY
S CLAREMONT AVE
S BELL AVE
S ARCHER AVE
S BLAKE ST
W PERSHING RD
W EXCHANGE AVE
W 49TH ST
W 48TH PL
W 48TH ST
W 47TH PL
W 47TH ST
W 46TH PL
W 46TH ST
W 45TH ST
W 44TH PL
W 44TH ST
W 43RD PL
W 43RD ST
W 42ND PL
W 42ND ST
W 41ST ST
W 40TH PL
W 40TH ST
W 38TH PL
W 38TH ST
W 37TH PL
W 37TH ST
W 36TH ST
W 35TH PL
W 35TH ST
W 34TH PL
W 34TH ST
W 33RD PL
W 50TH ST
W 49TH PL
W ROOT ST
W SWANN ST
RIVER

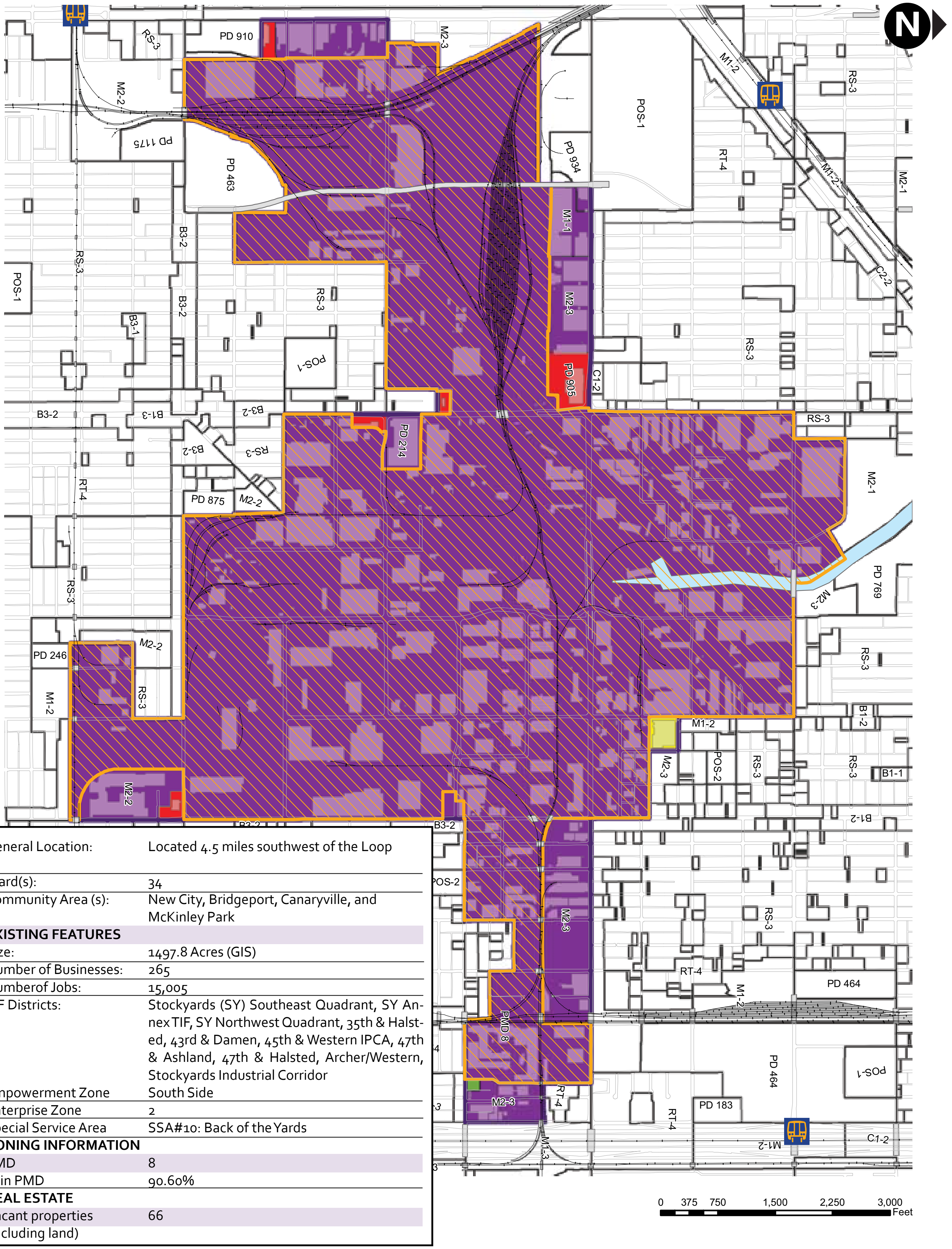
Legend

- ▭ Industrial Corridor
- ┼┼┼ Railroad Tracks
- CTA Station
- METRA Station
- ▬ ▪ ▬ City Boundary

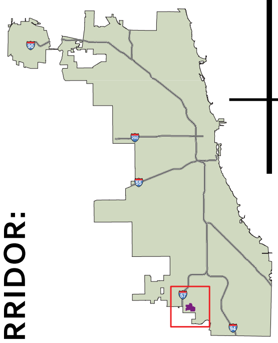
LAND USE
- 🟪 Manufacturing
- 🟥 Commercial/Business
- 🟨 Residential
- 🟧 Mixed-use PDs
- 🟩 Public Open Space
- 🟦 Institutional
- 🟪 Manufacturing with available SF
- 🟥 Commercial with available SF
- 🟫 Vacant buildings and/or land

ZONING
- 🟪 Manufacturing
- ▨ PMDs
- 🟥 Commercial/Business
- 🟨 Residential
- 🟧 Mixed-use PDs
- 🟩 Public Open Space

Existing Zoning

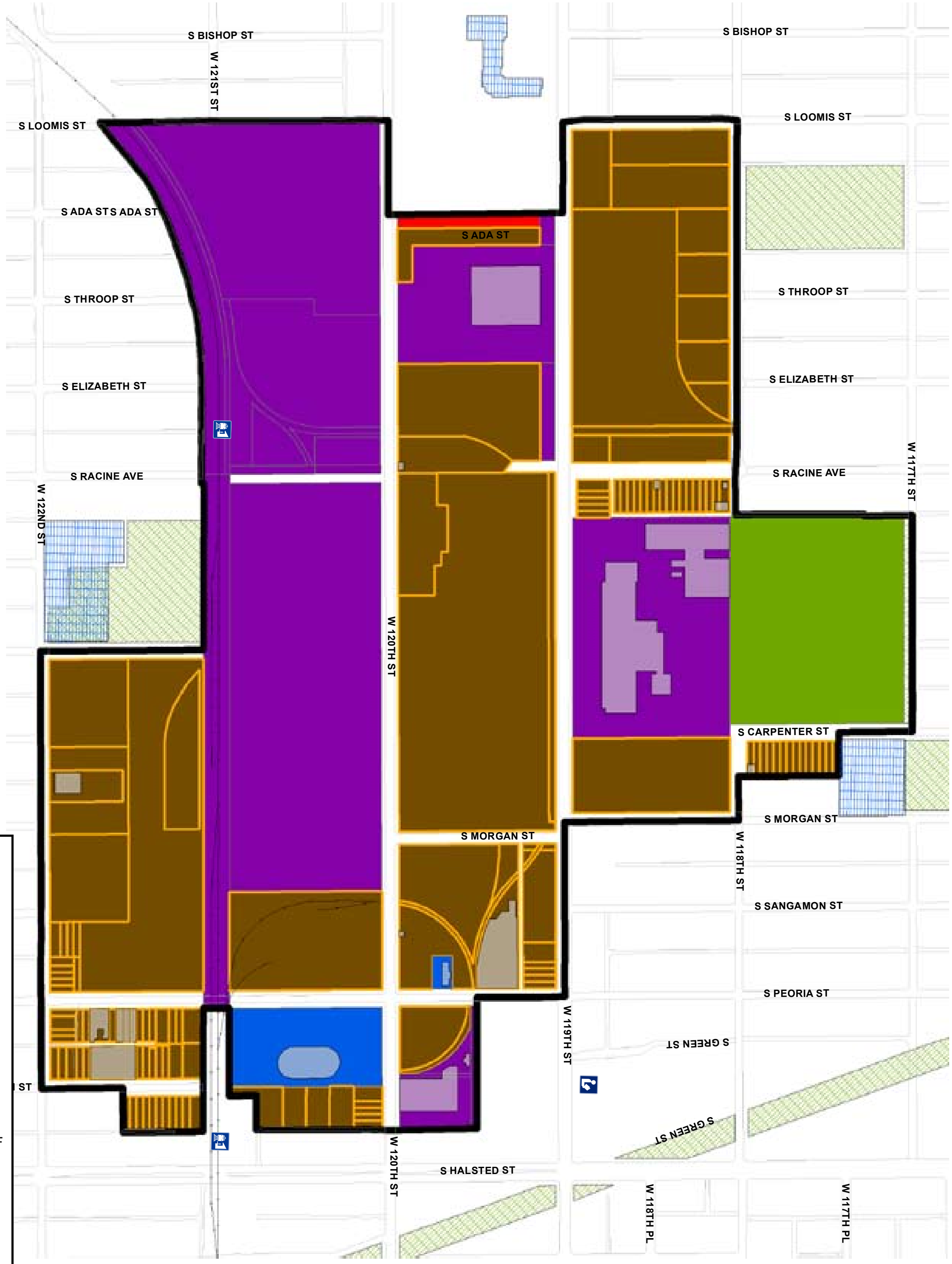

N
PD 910
RS-3
M2-3
M2-2
PD 1175
PD 463
M1-2
RS-3
POS-1
PD 934
RT-4
M1-2
M2-1
M1-1
B3-2
RS-3
POS-1
B3-1
B3-2
RS-3
M2-3
C2-2
RS-3
POS-1
PD 905
C1-2
B3-2
B1-3
B3-2
RS-3
B3-2
RS-3
PD 214
RT-4
PD 875
M2-2
M2-1
RS-3
PD 769
M2-3
PD 246
M2-2
M1-2
RS-3
RS-3
M1-2
B1-2
M2-3
POS-2
RS-3
RS-3
B1-1
M2-2
B1-2
B3-2
B3-2
POS-2
M2-3
RS-3
RT-4
PD 464
M1-2
PMD 8
PD 464
POS-1
RT-4
PD 183
M2-3
RT-4
M1-3
M1-2
C1-2
0
375
750
1,500
2,250
3,000
Feet

General Location:	Located 4.5 miles southwest of the Loop
Ward(s):	34
Community Area (s):	New City, Bridgeport, Canaryville, and McKinley Park
EXISTING FEATURES	
Size:	1497.8 Acres (GIS)
Number of Businesses:	265
Numberof Jobs:	15,005
TIF Districts:	Stockyards (SY) Southeast Quadrant, SY Annex TIF, SY Northwest Quadrant, 35th & Halsted, 43rd & Damen, 45th & Western IPCA, 47th & Ashland, 47th & Halsted, Archer/Western, Stockyards Industrial Corridor
Empowerment Zone	South Side
Enterprise Zone	2
Special Service Area	SSA#10: Back of the Yards
ZONING INFORMATION	
PMD	8
% in PMD	90.60%
REAL ESTATE	
Vacant properties (including land)	66

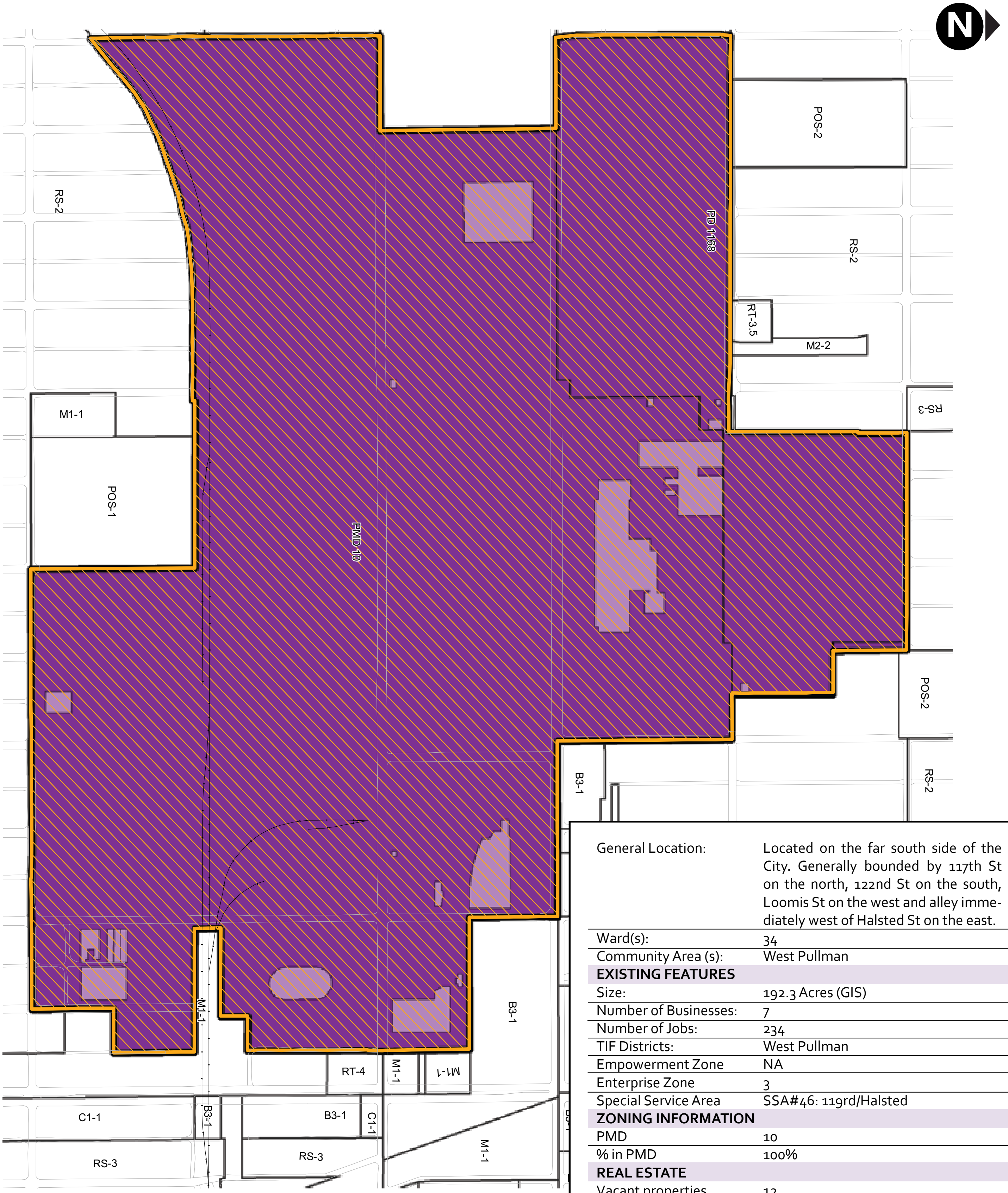


Industrial Corridor – West Pullman

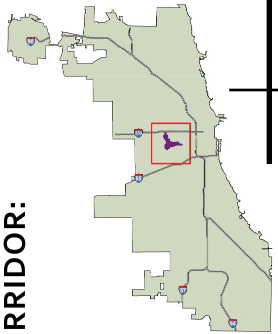
Land Use


S BISHOP ST
W 121ST ST
S BISHOP ST
S LOOMIS ST
S LOOMIS ST
S ADA ST S ADA ST
S ADA ST
S THROOP ST
S THROOP ST
S ELIZABETH ST
S ELIZABETH ST
S RACINE AVE
S RACINE AVE
W 117TH ST
W 122ND ST
W 120TH ST
S CARPENTER ST
S MORGAN ST
S MORGAN ST
W 118TH ST
S SANGAMON ST
S PEORIA ST
W 119TH ST
S GREEN ST
S GREEN ST
ST
W 120TH ST
S HALSTED ST
W 118TH PL
W 117TH PL
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning

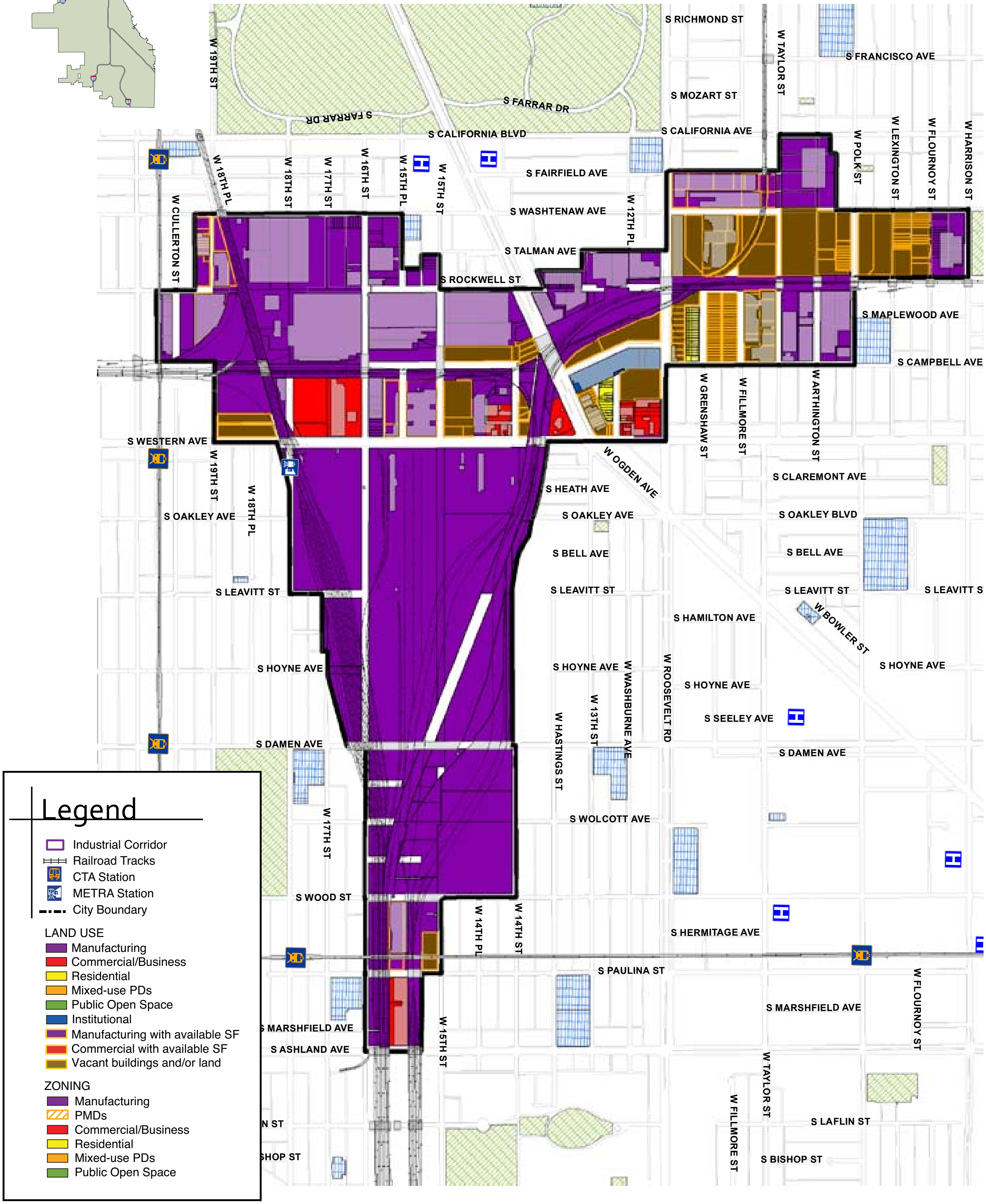

N
RS-2
POS-2
PD 1168
RS-2
RT-3.5
M2-2
RS-3
M1-1
POS-1
PMD 10
POS-2
RS-2
B3-1
B3-1
M1-1
RT-4
M1-1
M1-1
C1-1
B3-1
B3-1
C1-1
RS-3
RS-3
M1-1

General Location:	Located on the far south side of the City. Generally bounded by 117th St on the north, 122nd St on the south, Loomis St on the west and alley immediately west of Halsted St on the east.
Ward(s):	34
Community Area (s):	West Pullman
EXISTING FEATURES	
Size:	192.3 Acres (GIS)
Number of Businesses:	7
Number of Jobs:	234
TIF Districts:	West Pullman
Empowerment Zone	NA
Enterprise Zone	3
Special Service Area	SSA#46: 119rd/Halsted
ZONING INFORMATION	
PMD	10
% in PMD	100%
REAL ESTATE	
Vacant properties (including land)	12

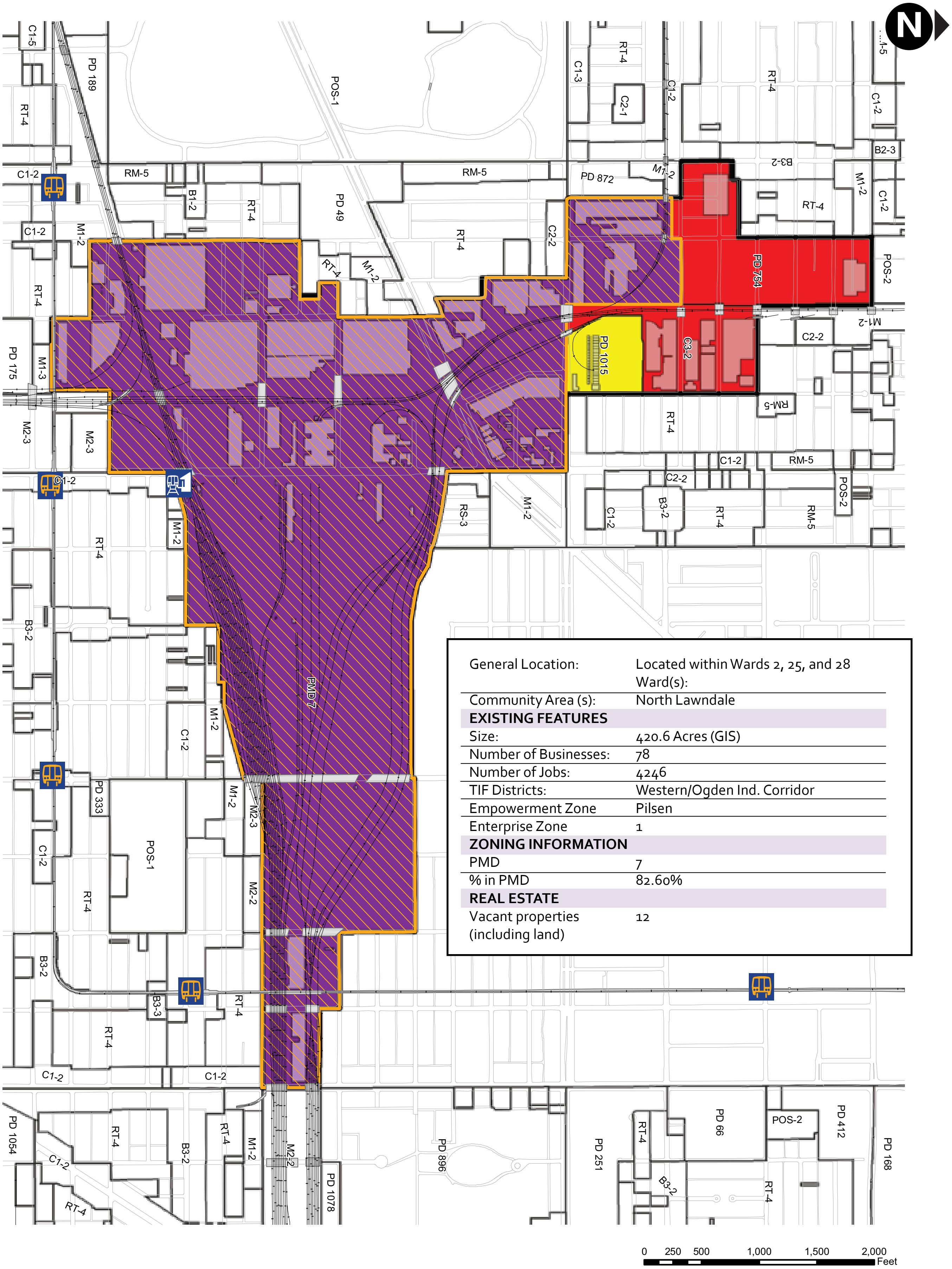


Industrial Corridor – Western/Ogden

Land Use


S RICHMOND ST
W TAYLOR ST
S FRANCISCO AVE
W 19TH ST
S MOZART ST
S FARRAR DR
S FARRAR DR
S CALIFORNIA BLVD
S CALIFORNIA AVE
W POLK ST
W LEXINGTON ST
W FLOURNOY ST
W HARRISON ST
W 18TH PL
W 18TH ST
W 17TH ST
W 16TH ST
W 15TH PL
W 15TH ST
S FAIRFIELD AVE
W CULLERTON ST
S WASHTENAW AVE
W 12TH PL
S TALMAN AVE
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
W GRENSHAW ST
W FILLMORE ST
W ARTHINGTON ST
S WESTERN AVE
W OGDEN AVE
W 19TH ST
W 18TH PL
S CLAREMONT AVE
S HEATH AVE
S OAKLEY AVE
S OAKLEY AVE
S OAKLEY BLVD
S BELL AVE
S BELL AVE
S LEAVITT ST
S LEAVITT ST
S LEAVITT ST
S LEAVITT S
S HAMILTON AVE
W BOWLER ST
S HOYNE AVE
S HOYNE AVE
S HOYNE AVE
S HOYNE AVE
W WASHBURNE AVE
W ROOSEVELT RD
W 13TH ST
S SEELEY AVE
S DAMEN AVE
S DAMEN AVE
W HASTINGS ST
W 17TH ST
S WOLCOTT AVE
S WOOD ST
W 14TH PL
W 14TH ST
S HERMITAGE AVE
S PAULINA ST
W FLOURNOY ST
S MARSHFIELD AVE
S MARSHFIELD AVE
S ASHLAND AVE
W 15TH ST
W TAYLOR ST
W FILLMORE ST
N ST
S LAFLIN ST
SHOP ST
S BISHOP ST
Legend
Industrial Corridor
Railroad Tracks
CTA Station
METRA Station
City Boundary
LAND USE
Manufacturing
Commercial/Business
Residential
Mixed-use PDs
Public Open Space
Institutional
Manufacturing with available SF
Commercial with available SF
Vacant buildings and/or land
ZONING
Manufacturing
PMDs
Commercial/Business
Residential
Mixed-use PDs
Public Open Space

Existing Zoning


N
PMD 7
PD 754
PD 1015
C3-2
PD 872
PD 49
PD 189
PD 175
PD 333
PD 1054
PD 1078
PD 896
PD 251
PD 66
PD 412
PD 168
POS-1
POS-2
RM-5
RT-4
RS-3
B1-2
B2-3
B3-2
B3-3
C1-2
C1-3
C1-5
C2-1
C2-2
M1-2
M1-3
M2-2
M2-3
0
250
500
1,000
1,500
2,000
Feet

General Location:	Located within Wards 2, 25, and 28 Ward(s):
Community Area (s):	North Lawndale
EXISTING FEATURES	
Size:	420.6 Acres (GIS)
Number of Businesses:	78
Number of Jobs:	4246
TIF Districts:	Western/Ogden Ind. Corridor
Empowerment Zone	Pilsen
Enterprise Zone	1
ZONING INFORMATION	
PMD	7
% in PMD	82.60%
REAL ESTATE	
Vacant properties (including land)	12

City Incentives

The Department of Housing and Economic Development (DHED) offers financial assistance programs and incentives to help stimulate economic development and to create jobs for residents of Chicago. Programs are structured for industrial and commercial businesses and not-for-profit organizations that are either located in or moving to the city. Incentives include:

Industrial Development Revenue Bonds

Industrial Development Revenue Bonds (IRBs) are issued by the City on behalf of manufacturing companies to finance the acquisition of fixed assets such as land, buildings or equipment (up to a maximum of $10,000,000). Proceeds may also be used for new construction or renovation. Up to 100 percent of total project costs may be financed for a term up to 120 percent of the expected economic useful life of the assets.

Empowerment Zone Bonds

Empowerment Zone Bonds are issued on behalf of businesses located in or moving to an Empowerment Zone for the acquisition of the same types of fixed assets as under the IRB program. Bonds may be issued on behalf of any qualified business (not restricted to businesses which manufacture or process tangibles). Limitations are placed on all bond issues to maintain tax-exempt status.

CD Float Loans

CD Float Loans are utilized by the City to allocate unspent Community Development Block Grant (CDBG) funds for eligible industrial, commercial and not-for-profit projects on an interim basis. Loans provide up to 100 percent financing for costs involving acquisition of land and buildings, new construction and rehabilitation, and the purchase of machinery and equipment. The program can provide a two-year interim loan with an interest rate fixed at 40 percent of the prime rate at the time of application.

Public Investments

When faced with scarce public dollars and limited resources, it makes more sense than ever before to invest those dollars and resources into companies and practices that provide a city or a state with the greatest return on investment.

Center for Labor and Community Research. The State of Illinois Manufacturing – A report for the Illinois Manufacturers' Association. December 2003.

Bank Participation Loan

Works through banks and other conventional lenders to provide subordinated financial assistance to businesses. The City's participation brings the overall interest rate for the loan down.

Enterprise Zone

City, County and State tax incentives are available to eligible commercial and industrial businesses located in or moving to one of six designated Enterprise Zones within City limits. The program is administered by DHED in conjunction with the Illinois Department of Commerce and Economic Opportunity and provides incentives such as a sales tax exemption for building material supplies, job creation tax credits and exemption from the real estate transfer tax for qualifying businesses.

Tax Increment Financing

Tax Increment Financing is a special funding tool used by the City of Chicago to promote private investment in blighted sections of the city. Funds are used to build and repair roads and infrastructure, clean polluted land and put vacant properties back to productive use, usually in conjunction with private development projects. New Market Tax Credits

The New Market Tax Credit (NMTC) program is a federal initiative that aims to generate employment and other benefits for residents of low-income communities. The program provides federal income tax credits to financial institutions in exchange for investment in a Community Development Entity, which then uses these funds to provide capital to businesses or real estate projects in qualifying areas. The benefits of NMTC financing include below market interest rates, loan to value ratios as high as 95 percent of costs and potential for partial debt forgiveness.

Small Business Improvement Fund (SBIF)

The program uses local Tax Increment Financing (TIF) revenues to help owners of commercial and industrial properties and/or tenants within specific TIF districts to repair or remodel their facilities. Program participants can receive reimbursing grants to cover 25%, 50%, or 75% of the cost of remodeling work, with a maximum grant amount of $ 150,000. The grant does not have to be repaid.

TIFWorks

TIFWorks funds workforce-training costs for companies located in many City of Chicago TIF districts. With TIFWorks' support, businesses become better equipped to improve performance and productivity, expand product lines and gain new customers. The program helps companies develop and expand product lines, adapt to new technologies and equipment, comply with occupational or industry regulations, expand into new markets and promote growth and increase profit.

Cook County Property Tax Incentives

Cook County Property Tax Incentive programs are designed to encourage industrial and commercial development throughout the county by offering reduced real estate taxes over a 12-year period. The incentive for industrial property is known as the Class 6b. Eligible projects include new construction, rehabilitated facilities, and reoccupancy of industrial buildings that have been vacant for two years. In the absence of a 6b incentive, industrial real estate would normally be assessed at 25 percent of its market value. Properties receiving Class 6b are assessed at 10 percent of market value for the first 10 years, 15 percent for the 11th year and 20 percent for the 12th year, returning to 25 percent in year 13.

Street and Alley Vacation

The vacation program conveys ownership of underutilized public streets and alleys to adjacent industrial businesses. The vacated properties are used to expand plant operations, provide for parking and truck staging, and improve security.

Local Industrial Retention Initiative (LIRI)

The purpose of the City of Chicago's Local Industrial Retention Initiative (LIRI) funds local non-profit industrial councils to provide planning and stewardship to the city's 24 industrial corridors and business retention services the companies that operate within them. They serve over 2,500 companies in corridors throughout the city. Along with the activities they perform for their city contracts, many of these independent organizations have extensive community development services and expertise and all are important economic development partners.As city delegate agencies, the industrial councils (known as LIRIs) reach out to the companies in their service areas and identify and address their needs in order to retain or expand those companies within the city. LIRIs provide varied services including facilitating city services, marketing and assisting with public incentives, providing educational and networking opportunities, promoting the area and local business and planning and advocating for the long-term vitality of the industrial corridors.

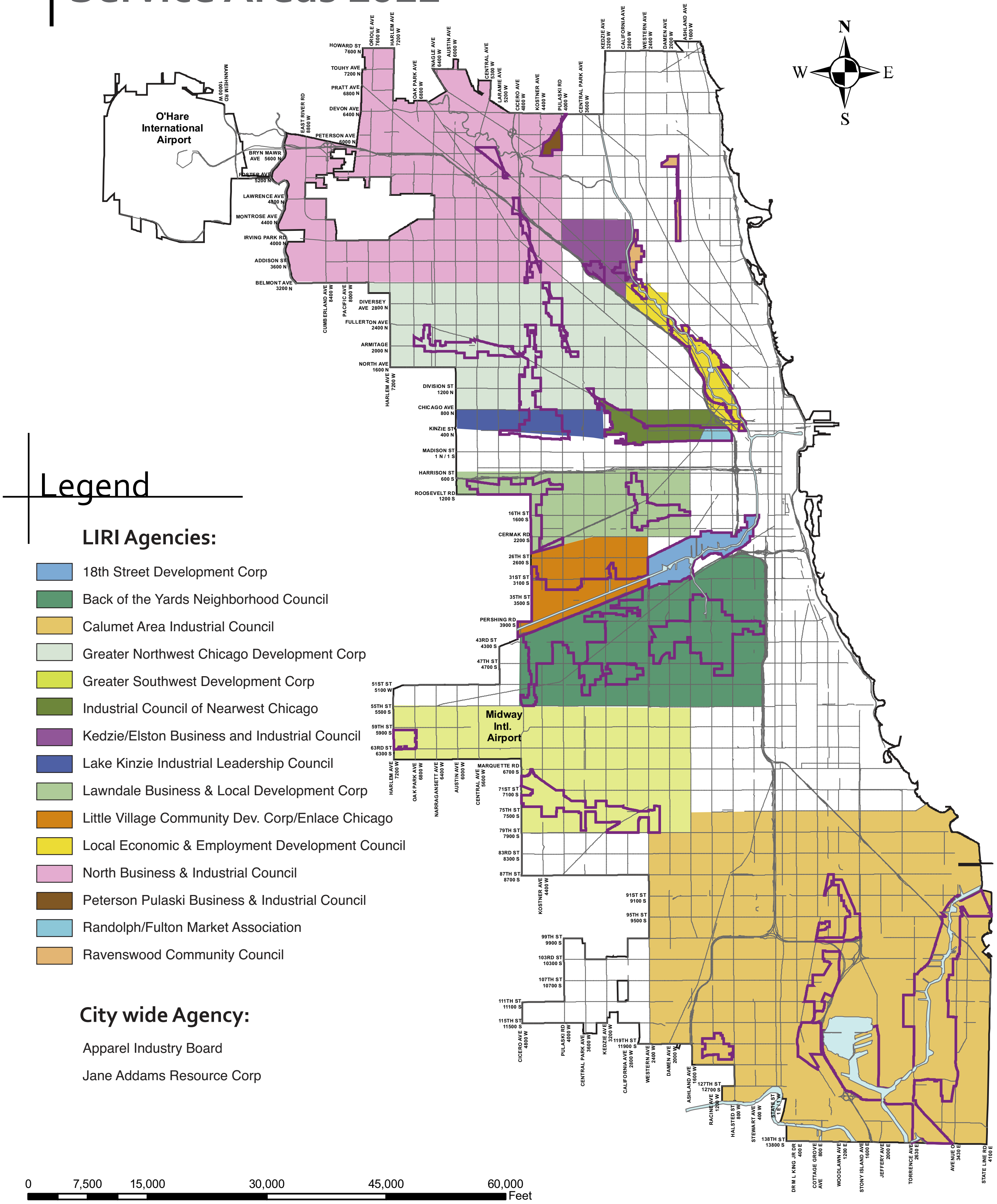
By Geography or Sector?

Illinois and Chicago governments organize their economic development activities by geography (e.g. Northwest Chicago) which is antithetical to promoting cluster benefits across the region and causes government officials to focus on dividing benefits versus producing collective gains. We recommend government reorganize its economic development activities around industry clusters.

Michael Porter. The Chicago Processed Food Cluster – The Microeconomics of Competitiveness. Harvard University. May 5, 2006.

Industrial Corridors and Local Industrial Retention Initiative (LIRI)

Service Areas 2011


N
W
E
S
O'Hare International Airport
MANNHEIM RD 10000 W
EAST RIVER RD 8800 W
HOWARD ST 7600 N
TOUHY AVE 7200 N
PRATT AVE 6800 N
DEVON AVE 6400 N
PETERSON AVE 6000 N
BRYN MAWR AVE 5600 N
FOSTER AVE 5200 N
LAWRENCE AVE 4800 N
MONTROSE AVE 4400 N
IRVING PARK RD 4000 N
ADDISON ST 3600 N
BELMONT AVE 3200 N
ORIOLE AVE 7600 W
HARLEM AVE 7200 W
OAK PARK AVE 6800 W
NAGLE AVE 6400 W
AUSTIN AVE 6000 W
CENTRAL AVE 5600 W
LARAMIE AVE 5200 W
CICERO AVE 4800 W
KOSTNER AVE 4400 W
PULASKI RD 4000 W
CENTRAL PARK AVE 3600 W
KEDZIE AVE 3200 W
CALIFORNIA AVE 2800 W
WESTERN AVE 2400 W
DAMEN AVE 2000 W
ASHLAND AVE 1600 W
CUMBERLAND AVE 8400 W
PACIFIC AVE 8000 W
DIVERSEY AVE 2800 N
FULLERTON AVE 2400 N
ARMITAGE 2000 N
NORTH AVE 1600 N
HARLEM AVE 7200 W
DIVISION ST 1200 N
CHICAGO AVE 800 N
KINZIE ST 400 N
MADISON ST 1 N / 1 S
HARRISON ST 600 S
ROOSEVELT RD 1200 S
16TH ST 1600 S
CERMAK RD 2200 S
26TH ST 2600 S
31ST ST 3100 S
35TH ST 3500 S
PERSHING RD 3900 S
43RD ST 4300 S
47TH ST 4700 S
51ST ST 5100 W
55TH ST 5500 S
59TH ST 5900 S
63RD ST 6300 S
Midway Intl. Airport
HARLEM AVE 7200 W
OAK PARK AVE 6800 W
NARRAGANSETT AVE 6400 W
AUSTIN AVE 6000 W
CENTRAL AVE 5600 W
MARQUETTE RD 6700 S
71ST ST 7100 S
75TH ST 7500 S
79TH ST 7900 S
83RD ST 8300 S
87TH ST 8700 S
KOSTNER AVE 4400 W
91ST ST 9100 S
95TH ST 9500 S
99TH ST 9900 S
103RD ST 10300 S
107TH ST 10700 S
111TH ST 11100 S
115TH ST 11500 S
CICERO AVE 4800 W
PULASKI RD 4000 W
CENTRAL PARK AVE 3600 W
KEDZIE AVE 3200 W
119TH ST 11900 S
CALIFORNIA AVE 2800 W
WESTERN AVE 2400 W
DAMEN AVE 2000 W
ASHLAND AVE 1600 W
127TH ST 12700 S
RACINE AVE 1200 W
HALSTED ST 800 W
STEWART AVE 400 W
STATE ST 1 E / 1 W
138TH ST 13800 S
DR M L KING JR DR 400 E
COTTAGE GROVE AVE 800 E
WOODLAWN AVE 1200 E
STONY ISLAND AVE 1600 E
JEFFERY AVE 2000 E
TORRENCE AVE 2630 E
AVENUE O 3430 E
STATE LINE RD 4100 E
0
7,500
15,000
30,000
45,000
60,000
Feet

Legend

LIRI Agencies:

- 🟦 18th Street Development Corp
- 🟩 Back of the Yards Neighborhood Council
- 🟨 Calumet Area Industrial Council
- ⬜ Greater Northwest Chicago Development Corp
- 🟨 Greater Southwest Development Corp
- 🟩 Industrial Council of Nearwest Chicago
- 🟪 Kedzie/Elston Business and Industrial Council
- 🟦 Lake Kinzie Industrial Leadership Council
- 🟩 Lawndale Business & Local Development Corp
- 🟧 Little Village Community Dev. Corp/Enlace Chicago
- 🟨 Local Economic & Employment Development Council
- 🟪 North Business & Industrial Council
- 🟫 Peterson Pulaski Business & Industrial Council
- 🟦 Randolph/Fulton Market Association
- 🟧 Ravenswood Community Council

City wide Agency:

Apparel Industry Board

Jane Addams Resource Corp

Acknowledgements

Department of Housing and Economic Development

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Mary Bonome

Jeanne Chandler

Nora Curry

Kathleen E. Dickhut

Will Edwards

Heather Gleason

C. Benet Haller

John Molloy

Luis Monterrubio

Bradley Roback

Peter Strazzabosco

Metro Chicago Information Center

Virginia Carlson, *President*

Taryn Roch

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City of Chicago
Richard M. Daley
Mayor